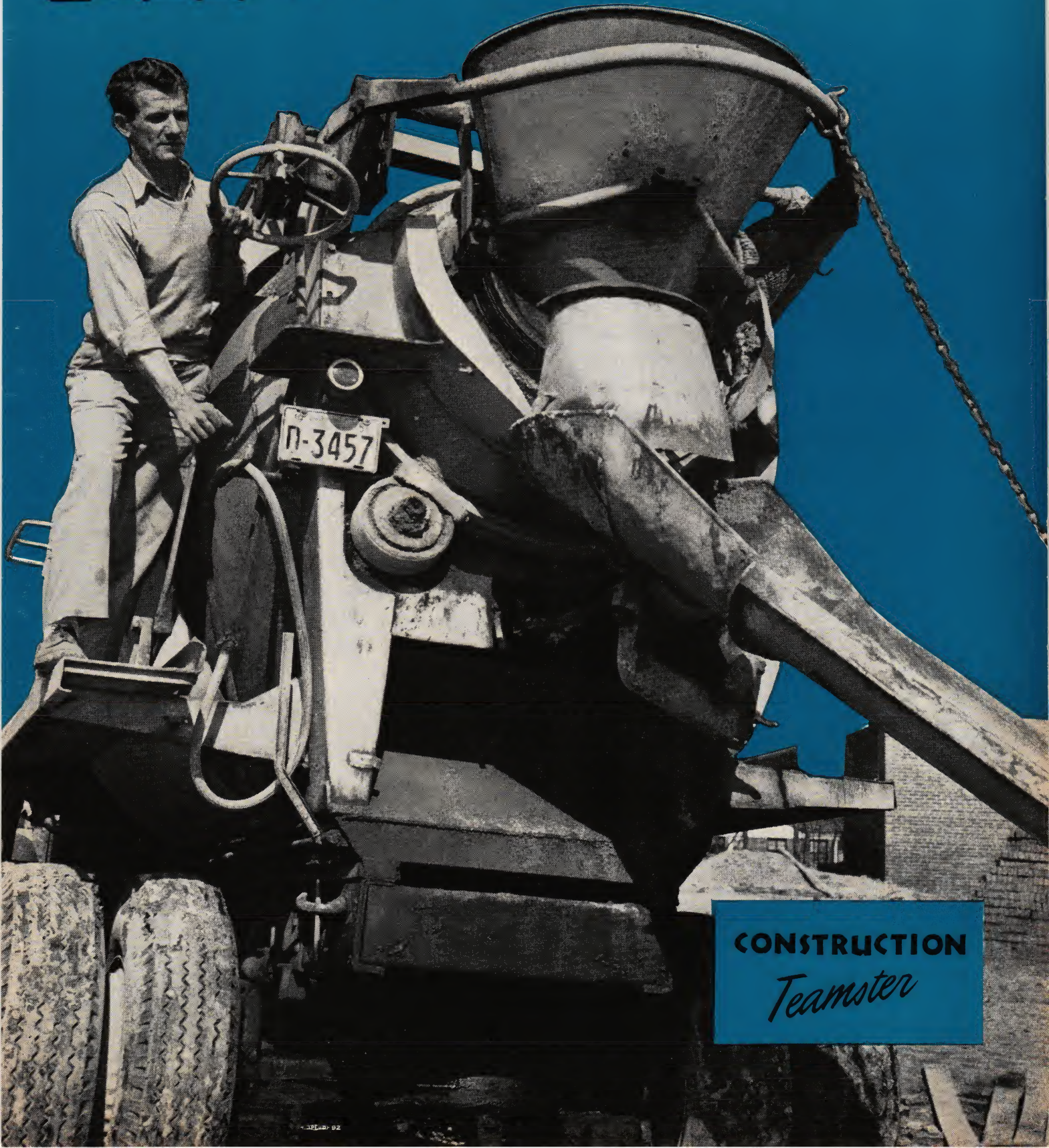


# The *International* **Teamster**



JUNE 1951



**CONSTRUCTION**

*Teamster*





# SALUTE to YOUTH...

**THIS MONTH** an estimated 425,000 will be handed college degrees and 1,200,000 will get high school diplomas. All but about 450,000 (who will go on to college from high school) will want to go to work.

They will find jobs but they will find their greatest education is yet to come in the School of Hard Knocks. Experience is the greatest of all teachers. I hope they realize that working with their hands is an honorable way of life and a furtherance of their education.

I repeat: Their real education is yet to come. We of Labor must help them to learn that working men and women are honest, decent and respectable and that, while not all of us can wear a mortarboard or carry a diploma, we are equal citizens in a great nation where there is opportunity for everyone. On behalf of the Teamsters' Union I salute our young people and welcome them into the world of those who, with honor and integrity, perform the toils of the nation.

*Daniel G. Johnson*

*General President  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen and Helpers of America*





# The International Teamster



**DANIEL J. TOBIN • Editor**  
**THOMAS E. FLYNN • Assistant Editor**

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## Our Cover

When the nation starts flexing its defense muscles to meet a crisis, the construction Teamster shoulders heavy responsibilities.

The tempo of defense building is fast. Meeting deadlines is vital when you're racing a potential enemy; you've got to build faster and better than he does or face the consequences.

Heavy pressure in this clockwork construction falls on the construction Teamster, who must move materials on precision schedules—and, even more important, safely and efficiently. A lost day, a damaged load can put a dent in our shield of defense.

The Teamsters' Union feels a deep pride in the manner in which the construction drivers of the International have traditionally fulfilled their great responsibilities in times of peace and crisis.

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## Timely Remarks

by DANIEL J. TOBIN

### *One Way to War*

I don't know whether it will be of any interest now to say much about General MacArthur. The whole nation has been talking about him and the subject, to my readers, may be somewhat stale or dried up. You will forgive me, however, if I express my opinion on MacArthur's return, on his reception and especially on his address delivered before both branches of the Congress.

I listened to every word of that wonderful address. I have heard all the great statesmen of our country and other countries during my lifetime. I think MacArthur's address was a masterpiece in language and in expression, and let me say this; I think it was an honest expression of his sincerity.

I heard Woodrow Wilson, William Jennings Bryan, Churchill and Franklin Delano Roosevelt. They were masters of the art of language but I must place the address by General MacArthur after those or in line with them. Of course, he did not have the standing that some of those men had in the political arena, but he certainly has placed the President of the United States in a difficult position.

To cut these statements down as briefly as I can, the speech of General MacArthur before the Congress boiled down to one thing: "Should we go into a Third World War at the time that he was acting as head of the forces and before he was recalled?" It was his opinion, as expressed in his speech, that we should go right into China, or any place else, and force the Chinese, with its 10 million able-bodied men now in uniform, into a war. We know from the information that leaks out, such action would bring Russia into the war against the United States—pitting against each other the

two countries in the world with the largest population with millions and millions of men of age for war, numbering in all perhaps 20 millions of human beings. Such a war which might last for years and years. The history of China, going back for centuries before the establishment of our present form of civilization based on Christianity, reveals that China has never been completely conquered. The Chinese and the Russians could lose a million men, and it would be only "a drop in the bucket," as the saying goes. One hundred thousand American lives are more valuable to the world than the lives of a million Chinese and Russians combined.

There is another side of the question. We would have to transport all of our ammunition, all of our fighting men, all of our everything to support an army of a million over there in China, a distance of five or six thousand miles, while China and Russia will be feeding their people on their own door steps.

MacArthur interjected between the lines: "You have got to fight them first or last." That may be so. I am not a trained military man but anyone who goes out looking for a fight or provoking a fight, even in his own neighborhood, finally gets what's coming to him. The peaceful citizen, who is not looking for a fight but defending himself when compelled to do so, is usually victorious and that same local condition of life applies to nations.

Kaiser Wilhelm and his militaristic mob could have conquered the world industrially and gradually from a military standpoint if they had not become involved in what they were crying for, a war. The same is true of Hitler. If we learn nothing else from history, let us consider those situations before we enter into or provoke a third World War which will endanger not only the freedom of our country and the lives of millions of our people but will destroy whatever there is left of freedom in all other countries of the world that now have even a small semblance of the freedoms that we enjoy.

That is the point upon which I differ with MacArthur. Would it be wise to provoke a third World War by crossing into China and undoubtedly destroying the lives of some of our people and destroying other certain conditions such as industries in China? Surely the leaders of our Government, outside of MacArthur, in both the military and the State Department, know more than we, the ordinary citizens, know and surely they knew



that if we went into China and forced Russia into the war that we were up against an endless war lasting perhaps for years. That is where I disagree with MacArthur. Honorable, great military leader that he is, he is only one man and any man can be mistaken. As conditions develop maybe the world will prove that MacArthur was right. As time goes on we never know what may happen. Perhaps Russia and China will eventually force war on us. Today this picture is anything but encouraging but, if we are forced into war we will stand as defenders of our freedom. From a moral standpoint, which helps to establish the faith of other people in a man that is just and seeking to avoid bloodshed, the purpose of us going into war then as defenders of our freedoms will have a substantial influence not only on other peoples involved but in unifying the millions of our people in the United States, in Canada and in our South American countries. Those countries in South America are not, at this writing, 100 per cent in love with the United States.

Again I repeat, maybe MacArthur was right in trying to force the third World War now but I for one, as I see the light, disagree with him and I am opposed to a third World War unless it is forced upon us. Yes, I agree with him that it may be forced upon us but again, I repeat, I will defend myself and my country with all the powers and resources at my command but I will not be an oppressor, a bulldozer, such as Hitler and Kaiser Wilhelm and their Hindenburgs.

---

## ***This Country Needs Leaders***

The reception of General MacArthur in this country was perhaps one of the greatest welcomes ever given to an American citizen outside of the heads of our Government when they returned from Europe, such as Woodrow Wilson during the first World War. We have had four great Presidents that will go down in history as great men that have blessed the world with courage, diplomacy and the brain to be able to see into the future. They also had the gift of being fairly well able to analyze the dangers confronting them both in their individual lives and as Presidents of the United States. They were George Washington, Abraham Lincoln, Woodrow Wilson and Franklin Delano Roosevelt. Certainly, those men made mistakes but each one of them brought our country to victory in the dark

hours that surrounded them during their administrations as heads of our Government. They were criticized and maligned and lied about then by their detractors in the political world as is sometimes happening today. No man will ever fully understand what was endured by George Washington from traitors even within his own circle of advisors. He was called everything and the insinuations about his private life were so detestable that those who circulated those rumors should have been convicted of treason. The same is true about Abraham Lincoln. That tall, wholesome-looking, God-fearing man endured great sufferings because he had to risk and lose the lives of thousands of Americans in order to hold this union together. No one knows the heartaches of this great man even within his own trustworthy friends and some of the members of his family. Many a night Lincoln walked the floor of his rooms until early in the morning, suffering and praying for guidance to an Almighty and Supreme God that he would have strength to endure and that he could save a then much-disturbed and almost-dismembered United States. Even his enemies, led by General Lee, pitied Abe Lincoln and in the face of that, no matter what writers of today say, he had, within his own close associates and his family, disagreements and misunderstandings more than the ordinary man could endure.

Then we come to Woodrow Wilson, that scholarly orator, steeped in honesty and decency as well as brilliance, who, in one of the dark hours of the nation, saved our country from disaster.

Next we had Franklin Delano Roosevelt, an invalid because of the paralysis of his lower limbs, but a brilliant statesman. As I see the picture now those men cannot be replaced. If we are ever again confronted with a war brought up by avaricious, ambitious leaders of militaristic countries, we would need men of their stature.

No one today will fully understand the sufferings of that great man Roosevelt.

I am sorry to say, and I may be wrong, that we have not, seemingly, within the fold of our American leadership, men who can, in my estimation, compare with those great leaders who saved this nation and helped to continue its freedoms in its darkest hours. Undoubtedly we will develop some and undoubtedly we will work out of this confusion and danger now facing us because of our faith in justice and because of our loyalty to our country based on our love of freedom for which



your predecessors gave their blood and their lives.

Not only are we confronted with dangerous threats from the Orient, but we have confusion in the countries of Europe which would have gone down under the heel of the oppressor Hitler were it not for the freedom-loving people of the United States and its great governmental leaders of that time. Today 65 per cent of this confusion, jealousy, hatred and distrust of us by others is due to the political jealousies, aspirations and ambitions of our so-called great statesmen whom we elected to carry us on to greater freedoms and to greater liberty. We believe in honest disagreement but we do not believe that political treachery should endanger the freedom of our country. Our freedom has a tendency to protect whatever is left of the freedoms of other countries, especially in Europe.

The most cruel punishment that a human being can suffer is to be betrayed by his friends. You expect nothing from your enemies but you do expect the people that you have saved not only to be faithful to their promises but to return that helpfulness which we gave them in their darkest hour of need.

This statement has been made so often that it may be now somewhat tiresome. We saved Russia from destruction. If Hitler had kept on when he had conquered one-third of Russia he could have walked into their greatest capitals which were being evacuated. He could have brought the Russian people to their knees even though they were once pledged to protect and support each other. So we saved Russia. What has happened? The greatest enemy of civilization today is the Russian regime and its following. This will not be overcome in a year, two years or perhaps in half a century. Like that dread disease of the human body called cancer, the very tentacles, the roots of communism and the false, un-God-like doctrine of Russia is spreading through the human families throughout Europe and Asia. The picture facing the civilized people of the world today to stop or hold back, at least temporarily, this awful destructive political disease of communism is sometimes so discouraging that even those who have lived through three or four wars are doubtful and saying that we are not winning the battle. Most of our so-called leadership don't know "where we are going from here." I am living in the hope that greater unity between our statesmen shall eventually take place. If it does not come about freely, then the voters of

this country should replace them and find other leadership not steeped in political hatefulness, a leadership that will be above and beyond local or national political expediencies and trickery and bring back to the 150 million people of our country, hope, established through unity and brought about by unselfishness, statesmanship, courage, setting aside their own individual personalities and making the sacrifice, if necessary, which they promised to make when they were elected as representatives of our people. Upon our elected representatives in states and the nation depend the future freedoms of the world and everything that those freedoms imply. We cannot wait until the election in 1952. It is our job, the workers of the nation, to make up our minds now and have the courage to express ourselves even if sometimes, in the interest of our country and our people, we have to disagree with those whom we helped to elect, many of whom have fallen down pitifully in their responsibilities and promises to the men and women of labor.

---

### *Will British Rule Change?*

I have known the labor leaders of England intimately for many, many years. The first crowd of great men in the labor movement that I became acquainted with in 1911 have long since gone to their rewards. In recent years I have kept closely in touch with the present labor leaders of England from whom I learned much in all of my visits. Amongst them there was no finer man than Ernest Bevin, a transport worker.

Ernest Bevin was at one time a carter; that is, he was a driver of horses and then he got close to Ben Tillett, the leader of the Longshoremen and before he accepted the position in the Cabinet, under Prime Minister Attlee, he was the head of the Transport Workers, which is a powerful institution. He never looked for a fight unless it was forced on him.

I gave a dinner to Ernest Bevin and John Winant at the Hotel Claridge in London during the last war. I had present several of the top men of labor. Ambassador Winant was loved by the top men of labor, more than any other Ambassador that preceded him or who has come after him.

During the second war I was there and when the bombs fell outside the British Embassy, as they sometimes did, John Winant never batted an eye.



His courage was great. He was an aviator in the first World War and always handled plane No. 13. Most of our planes in that war were nothing better than the so-called tin can, compared to our present-day machines.

Bevin was then the leading consultant, representing labor on the inner circle of Churchill, who was then Prime Minister. Churchill thought the world of Ernest Bevin because Bevin talked plainly to him and always spoke the truth as he understood it. There was a little jealousy between Sir Walter Citrine and Ernest Bevin. Sir Walter was secretary of the so-called Labor Parliamentary Committee, or let us call it the British Trade Union Committee. He occupied about the same position as the secretary of our American Federation of Labor. Sir Walter believed that he, supposedly the head of the labor movement in England, should be consulted by Churchill instead of Bevin. Churchill knew his way around as well as did Franklin D. Roosevelt. He knew the men whom he could trust with his inner secrets and he knew the men who were dying with ambition and burning up with selfish desires. So he picked Bevin.

Now, as I have said on another page, one of the great pillars of labor has passed away and even though he has been dead only a short time, there seems to be the beginning of serious disagreement amongst the labor party of England. It must be understood by our membership that the labor party is not composed entirely of members of the Trade Union Movement of England and Scotland. Any one who agrees with the principles and doctrines of the labor party, even though he is a banker, can be a member of the labor party.

Don't be alarmed if the working men and women of England may be set back in the next general election. It is possible that, if a general election takes place within the next year the conservatives, headed by Churchill, may come back in power by a small majority. But you can rest assured that if the conservatives come back, they will be ten times more liberal than they were in the days of the father and grandfather of Churchill. Unless they change their former mode of procedure and their hatred for the working people, and get rid of the so-called silk stocking politicians of England they will be defeated again by the masses of the toilers of England who suffered starvation, death and other indescribable torments during the two wars which England has endured within the last 30 years. This

should be a lesson to our blue-blooded, so-called millionaire Republican aristocrats. I say that unless they change their method of procedure, stop their attempts to destroy the rights of the working people, they, too, will be wiped out by perhaps a much more radical element than now seems to be in control of the opposition party now headed by Truman.

---

## *England Can't Stand War*

At this writing the labor movement of England seems to be pretty well in disagreement amongst themselves. That is only natural. The Conservative Party of England has been split up amongst themselves for many years, but now the party, led by Churchill, may come back to power.

The trouble with the average person is that he does not understand that the labor movement is a human institution and the more brains that they seem to develop (and they have brains), the more disagreements and headaches will labor inherit.

England has suffered indescribable tortures as a result of wars. England is a small country, and over-populated. I have traveled from end to end and across England several times and I have lived with its leaders for days and days since my first visit to England, representing the American Federation of Labor, to the convention of the British Trade Union Commerce in September, 1911, at which I was a delegate.

Getting back for a moment to the controversy between MacArthur and President Truman and our military leadership and the State Department, you know England has expressed herself very firmly against MacArthur and against a third World War. Some people write me and ask me why does this happen. The British are people almost like us; freedom-loving people, speaking our language. Our original leadership, in many instances, were of English extraction. Well, it is my analysis that this coolness towards MacArthur is based on their fear of a third World War because England could be totally destroyed, almost wiped out in 30 days of war by Russia. My readers must understand that it is only three hours' plane ride, loaded with bombs, from Russia to London. You must also remember that England was almost wiped out in the last war when her armies and navies were bottled up on the shores of France. I have seen the people of England suffer and starve to death and



never cry for mercy from the enemy but no one could ever understand, unless he lived in England in those days, the sufferings of those people. They were almost destroyed in the first World War and would have been were it not for the United States coming into the picture. We were forced in by the blundering of the war leaders of Germany when they tackled England in 1914 over a small matter that could have been easily arbitrated. England was in war three years ahead of the United States and they were pretty well used up, and the second World War was even five times more dangerous to England than the first.

You can't blame the British for not wanting a third World War and for not being in love with MacArthur whom they admired as a soldier but whom they feared because of his advocacy of a third World War.

Don't you believe any soldier like MacArthur when he says he hates war. The whole life of a man trained in military service, as he grows older is to have an opportunity to exemplify his power, his training and give vent to his ambitions to reach higher places. The military class in Germany, shaking their sabers, forced the Kaiser and his small inner circle into the first World War. Hitler and his mob brought about the second war because they wanted to prove to the world that they were the masters of militarism which means fighting and destruction and they were somewhat right—no nation could compare with Germany in 1914 from a military standpoint and certainly Hitler proved in the second World War that all he had to do was raise his finger and the surrounding countries were destroyed until he tackled Russia. Then he blundered but even then he had conquered one-third of Russia. Undoubtedly, if the United States had not come in to help Russia, which was being destroyed and starving, Hitler could have gone on until he reached the frozen regions and then, perhaps, stopped permanently or temporarily, as was Napoleon.

You cannot blame England for not being in love with a third World War. England is close to impoverishment. She has lost South Africa, Canada, Australia and innumerable other territories, including India, a gold mine for England for nearly 100 years. She is confined within the little Island of Great Britain which includes England, Wales and Scotland. The manufactures of England are sold to all the countries that once were paying her

tribute in taxes. The British capitalists have yet many investments in and around China. They own the tea plantations and innumerable other rich sources of revenue. It is their last standing outpost. Destroy British wealth in the Asiatic countries and England is down on her knees financially. That is what a third World War over there, as practically advocated by General MacArthur, would bring to England. They now have reached socialism and who of us, in our early days, were not inclined to agree with some of the things advocated by socialism?

Even though the British teach this doctrine and have a labor government, they know they cannot bring about a condition of bankruptcy through the destruction of their investments and starve into submission 40 millions of people living on that little Island of Great Britain. So, you see, there are two answers to the question. First; the British have been bled to death by two wars and another war would undoubtedly destroy them, and second; they might as well be destroyed by war as to have the last few shekels which they have invested in and around China and its bordering nations destroyed by war. They cannot afford to lose those few last investments of the British people. That's perhaps why they don't like MacArthur. He, in their opinion, represents a third World War.

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## *Formula for Organizing*

I have just returned from Boston where I was engaged for two or three days visiting some of the members of my family.

While in Boston, I found a number of non-union milk drivers roaming the streets. They were in the employ of one of the largest milk distributors in the Boston area. I know the local unions have made a desperate fight to organize this firm which mainly distributes its products to the working people and their families.

In talking to Organizer Morrissey, I reached this conclusion: If the union men of Boston and their families would just patronize a union firm, and every other firm in Boston is organized but this firm—I repeat, if the union men and their families of Boston would patronize and buy the same food products from a union milk driver at the same price—this non-union concern could not continue to function. Even if our own union members, drivers, helpers and warehouse workers, were to strictly and honestly ask their wives to buy dairy products delivered by



union men, then I am sure we could show better results. When your wife goes to the chain store she often buys a quart of milk or half pint of cream or a pound of butter; she ought to find out whether or not those products were delivered by a union concern. Every chain store in Boston that is handling goods which are delivered by non-union men, especially dairy products, should not be patronized by wives of working men. The women should go to a store where union dairy products are handled.

This condition is true not only in Boston but in many other places. The wives of the union membership of the country, including our own members, in a very large degree, are responsible for many large non-union concerns delivering dairy products, and for continuing its battle against our union in Boston and elsewhere.

Please take this matter up in your local unions. Investigate, look into the matter. If we are able to organize all the inside workers and dairies in all the other parts of the country, surely we ought to be able to handle that one non-union concern in the New England District.

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### ***Blind to the Label***

I was advised recently on one of my other trips that one of our members was doing a little repairing on his house when a certain business agent, representing one of the building trades, of which we are a part, locally and nationally, came along and suggested to this fellow that a union man should have been doing the job which amounted to about four or five days' work. Our union driver said, "Well, I couldn't get anyone to come up here and do this job—up here where I am five miles from the downtown district, there are no union building tradesmen." The Business Agent said, "I am going to report it." Our union man replied, "Go ahead and report it—you find a union man that will come up here and do this and I will consider it." The job did not amount to more than \$100. Our union driver had his brother-in-law helping him.

In the meantime, this member of the International had an investigation and learned that this business agent did not have a union label on his clothing, had a non-union driver delivering his milk and coal and patronized every non-union concern in the district. When the business agent of the building trades found out that an investigation was being made he begged for mercy.

When called to my attention, I advised this truck driver to bring the matter in to his union and have it

reported to the local Building Trades Council and if they took no action to inform me, give me the name and the facts and I would see that publicity was given to same throughout that neighborhood.

This is only one example where union men fail to help any union but their own. They pay no attention whatever to the label, the emblem of unity which identifies a member of the Teamsters' Union.

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### ***A Job for MacArthur?***

General MacArthur would make a great diplomat. He certainly won over the people of Japan. Why not make MacArthur, with his great intelligence and his leadership and his mastery of the English language, top man representing our Government in Japan? The Japanese people seem to believe in him and trust him.

Whether we can trust the Japanese or not is doubtful. I remember speaking to Cordell Hull in his office the day after the attack on Pearl Harbor and I said to him, "Mr. Secretary, how in the world could you be sitting down with three leading Japanese diplomats and not get from them some inkling of what they were going to do?" Secretary Hull, a great man, answered me mildly and he said, "Dan, I don't believe those diplomats knew what was taking place in the inner circles of the Japanese Military Leaders in Tokyo."

MacArthur's understanding and knowledge of the Orient and of all those countries over there is beyond our understanding, our appraisal. I would even go so far as to give him power to organize Japan from a military standpoint. I know that very few men in public life or in private life agree with that statement. Then when Japan is organized and trained, let us use them to help us to defeat our greatest enemy, the communist forces of China and Russia.

Some of us can remember that Japan knocked Russia overboard during the days of Teddy Roosevelt. Japan beat Russia, and Russia crawled to Japan and the President of the United States, Theodore Roosevelt, was the arbiter in the case. He decided strongly in favor of Japan and that decision made Japan, years afterward, a powerful nation.

The Japs are fighters. They know the Russians. They can be helpful to the United States because now, at least on the surface, they admire us because we did not totally destroy them after we conquered them. A great deal of the credit for bringing Japan back to decency is due to MacArthur. Why not



use MacArthur in this job, a great military man and an outstanding diplomat of high intelligence?

It is a pity he blundered but he can still be reclaimed as can a race horse which sometimes strains the muscles of its leg but is very often brought back to a number one place, in racing. MacArthur can be useful and helpful to our country.

### ***Fame Is Fickle . . .***

There is one thing the people seem to forget: When you are working under a leader, a man who comes ahead of you by law, you are duty bound to carry out his orders and his decisions. Yes, undoubtedly any intelligent leader will listen and very often be influenced by the opinions of those who work under him, especially if he has trust and confidence in those individuals. If he does not have trust and confidence in them, then he should remove them, if he is permitted to do so under rules governing the position.

One thing our people must try to remember is that President Truman did not devise the law making the President of the United States commander-in-chief of the Armed Forces. That law is a part of the Constitution of the United States, and it has seldom been questioned.

Lincoln had trouble with the people who believed that because they were military men they knew more than he did, but General Grant, after giving his opinion to Abe Lincoln, always bowed to the orders of Lincoln. MacArthur did not do this. President Truman knew a little something about military affairs because he was an officer in our Armies of Defense during the first World War. President Truman does not act alone on serious war problems. He calls in, for advice and guidance, even though he may disagree with them, his closest associates who are fully informed on the intricacies of the question involved. In this case, I am sure that before he took action on the case of MacArthur he called in his officials of the State Department, the Defense Department and other close leaders in political life. Those men, getting together, had reason to believe that General MacArthur was playing with political interests and with political leaders in the United States who were antagonistic to the administration and the government's policies.

The Teamsters owe nothing to this administration. This administration owes a great deal to the Teamsters and to the Teamsters' International Union, with its large membership and their wives and friends, who in supporting certain Democratic prin-

ciples advocated by the leaders of the Democratic Party, did so because we believed in them to a certain extent although the Democrats had broken some of their promises to the Teamsters' Union and to the labor movement in general.

Bear this in mind: MacArthur was working under the direction of the President of the United States who is commander-in-chief of the Armed Forces, as provided for in the Constitution of the United States. He undoubtedly disobeyed orders and insisted on his own doctrines being put into practice in spite of the orders from his superiors. Even if he was right, in his opinion—and time may prove that he may have been half right—it was his duty first to observe his oath which he took when he entered West Point to obey the orders of his superiors and President Truman was his superior officer.

As a matter of fact, in some instances it has been considered treason and sufficient cause to be demoted or expelled from the military service if you disobeyed the orders of your superior officers. Your opinion does not count only insofar as you can convince your superior officer of the rightness of your opinion. A Sergeant cannot tell a Captain "I will do this or I will do as I see." If he did this the Captain would probably have him court martialled.

Our readers should keep this action of MacArthur in mind—the disobedience of the superior officer. No matter whether you like the administration, the superior officer or anyone else, that is the law of the military service. For this reason alone MacArthur, in my judgment, with all the glory that he was entitled to, blundered seriously, blundered in disobeying orders.

When you put on a uniform and take the oath of allegiance in the department of the service to which you belong, then you are subject to the intent and purpose of that oath and you are in violation of the law if you forget that oath or if you think you are bigger and more powerful than the superior officer under whom you must work.

Whatever success I have had in the labor movement is due somewhat to the fact that I have asked men to recognize the President of this International Union as the spokesman for the General Executive Board and for the International Union in between conventions. I never forget that in 99 per cent of my appointments my people have recognized that is their obligation and they have faithfully observed the law and the rule. The few of them who forgot it and began to think they were bigger than the Constitution of the International Brotherhood were replaced by others.



There must be but one head of our Government, subject to the laws and the decisions of the Congress of this United States, but that head must be respected and that goes for every institution of our country. Otherwise, our Government, our corporations, and our Unions would be helpless.

President Truman did not do anything different than that patient, lovable, suffering, great President of the United States, Abraham Lincoln. General McClellan disobeyed Lincoln, but Grant stood by Lincoln. McClellan was removed, the same as MacArthur.

MacArthur is now in the public eye and has made some wonderful, educational speeches. However, "Fame is but a fickle dame."

General Marshall, whom I believe is one of the most honorable men in public life, a few days ago

almost destroyed and set aside and disproved everything and every statement and every charge that MacArthur had made against the President of the United States, his superior officer, and against the military campaign in Korea. It is a pity that General MacArthur violated his oath of obedience which he made to the service of his country.

Personally, I admire General MacArthur, but he violated the fundamental principle of the Armed Forces, "obedience to superior officers." This he cannot live down even though, as I said before, some of the statements that he made may be right.

I repeat, Marshall has cleared the decks for President Truman and everyone else who had anything to do with the unpleasant job of removing MacArthur from the military post which he held in Japan and Korea.

## 1951 Truck Check Is Success

### *Preliminary Incomplete Returns Show Teams Of Well-Drilled Checkers Active Over Nation*

**P**RELIMINARY reports on the 1951 Teamsters' Truck Check indicated the annual campaign was a marked success.

The annual checking campaign began at midnight May 13 and extended until midnight May 18. The checking had not been completed when THE INTERNATIONAL TEAMSTER was being prepared for publication.

Last minute reports from all parts of the country to the office of Executive Vice President Dave Beck indicated that the checking teams were in action and fully prepared to carry out instructions which had been the subject of an educational campaign for the previous four weeks.

Letters from General President Daniel J. Tobin and Vice President Beck urged full cooperation of all joint councils and local unions. President Tobin reminded the secretaries of all local unions and joint councils that the truck check is a national policy approved and supported by the General Executive Council pursuant to formal action taken at the 1951 winter meeting of

the top policy group of the Teamsters.

The 1951 checking campaign was preceded by carefully prepared plans beginning with an Over-the-Road National Conference in Chicago March 28-31. At this meeting representatives from local unions and joint councils from all parts of the nation met to discuss informally plans for the campaign. Following extended discussions formal action was taken declaring the checking period be May 13-18.

### *Accepted Program*

The truck check has become an accepted annual procedure with the International Brotherhood of Teamsters and represents a substantial advance in thinking and understanding on the part of the elements of the economy which are in any way affected by the check-up. When the checking work was inaugurated three years ago, dire forecasts were made, particularly in Congress that interstate commerce would be impeded and serious incidents would take place.

In the 1949 and 1950 checks no

such incidents occurred due to the well planned procedures developed by the planning groups and the efficient manner in which the plans were executed. In 1951, as in previous years, emphatic words of caution were given, lest over-eager checkers actually impede or stop the movement of trucks.

Last minute reports on the 1951 checking program indicated that the local union checking teams were finding the natural stopover places the best places in which to check the due books and standing of the drivers. Such places included weighing stations, truck terminals, warehouses, tavern and food stops. At such stops, it was reported, the checking could be done with a minimum of trouble to all hands.

In the checking kits this year Teamsters found the basic materials which had been in use and found useful in previous years: the report cards, due book stickers, union service shop sign windshield stickers, lapel identification badges (adopted last year) and a booklet "Let's Team Up" used for the first time in the 1951 program. Supplies were sent out in ample time to all locals and indications were as press time neared with THE INTERNATIONAL TEAMSTER that 1951 would prove the best year yet for the Teamsters' Truck Check.



# Shall We Measure Morality by Legality?

*The following is from a speech by Senator J. William Fulbright, March 27, 1951:*

WHEN confronted with an evil, we Americans are prone to say, "there ought to be a law." But the law does not and cannot apply effectively over wide fields of men's activities. It cannot reach those evils which are subtle and impalpable. Generally speaking, it reaches only the overt and the blatant acts of the wicked.

Much of the evil of the world is beyond the reach of the law. The law cannot prevent gossip. It cannot prevent men from bearing false witness against their neighbors. It cannot restrain men from avarice and gluttony. It cannot restrain a man from betraying his friend. . . .

The law being inadequate, men long ago supplemented the law courts with courts of equity, where the spirit of the law, rather than its letter, is paramount. Underlying the law are the codes of ethics promulgated by the great religions and recognized by all civilized men as being essential to a humane and enlightened existence.

. . . What should be done about men who do not directly and blatantly sell the favors of their offices for money and so place themselves within the penalties of the law? How do we deal with those who, under the guise of friendship, accept favors which offend the spirit of the law, but do not violate its letter?

What of the men outside government who suborn those inside it? They are careful to see that they do not do anything that can be construed as illegal. They operate through . . . clever lawyers; a cleverness which is like the instinct of the rat that knows how to get the bait without getting caught. Many businessmen, ostensibly reputable businessmen, employ these knavish lawyers to circumvent the law and enrich themselves at government expense.

Who is more at fault, the bribed or the bribers? The bribed have been false to their oaths and a betrayer of their trust. But they are often relatively simple men—men of small fortune or no fortune at all—and they weaken before the temptations held out to them by the unscrupulous.

Who are the bribers? They are often men who walk the earth lordly and secure; members of good families; respected figures in their communities; graduates of universities. They are, in short, the privileged minority. . . .

. . . The government and its activities are, in a very real sense, a mirror of our national life. . . .

This question of the moral strength of our people is not just an internal domestic matter. It has great possibilities in our international relations. Without confidence in their government, the people will not make the sacrifices necessary to oppose Russia successfully. Toynbee, in his well-known historical study, demonstrated clearly how the vast majority of great civilizations have been destroyed, not as a means of external aggression, but as a consequence of domestic corruption. A democracy can recover quickly from physical or economic disaster, but when its moral convictions weaken, it becomes easy prey for the demagogue and the charlatan. Tyranny and oppression then become the order of the day.

In recent years, I wonder if we have not unwittingly come to accept the totalitarian concept that the end justifies the means, a concept which is fundamentally and completely antagonistic to a true democratic society. Democracy is, I believe, more likely to be destroyed by the perversion of, or abandonment of, its true moral principles than by armed attack from Russia. . . .

One of the most disturbing aspects of this problem of ethical conduct is the revelation that among so many influential people, morality has become identical with legality. We are certainly in a tragic plight if the acceptable standard by which we measure the integrity of a man in public life is that he keep within the letter of the law.

. . . The growing size and complexity of our government, as much as we may deplore it, only emphasizes the need for a clarification, a restatement of the moral standards of governmental conduct.

Scandals in our government are not a new phenomenon in our history. What seems to be new about these scandals is the moral blindness or callousness which allows those in responsible positions to accept the practices which the facts reveal. It is bad enough for us to have corruption in our midst, but it is worse if it is to be condoned as inevitable.

Some weeks ago, I suggested, informally, that it would be beneficial to have a commission of eminent citizens designated by the Congress to consider the problem of ethical standards of conduct in public affairs.

. . . It is not a job for politicians; it is not a job for the inexperienced; it is a job for the wisest of our citizens under a mandate from the nation. . . .



# A Glance at Our Armed Might

AMERICA'S defenses are in the hands of highly competent personnel working with a sense of urgency and sincerity which should hearten the spirit of all Americans.

This and many other favorable conclusions can be drawn by those of us invited to participate in the Department of Defense project known as the Joint Civilian Orientation Conference. This effort on the part of the Government is made to introduce leaders of American business, labor, industry, education and the professional world into some of the problems and the progress of the Armed Services.

The invitation was extended by General George C. Marshall on behalf of the Department of Defense and the Armed Services. The "Operation Orientation" was a joint one and all services united to give a thorough presentation of the missions assigned to them.

Our program began in Washington, D. C., at the Pentagon in a series of closed seminars in which high officials explained to us the problems of defense in this period of tension. This period was followed by field demonstration at four principal installations.

In Washington, we heard two full days of lectures and discussions at which literally no holds were barred as to questions about any phase of our national defense. General Marshall, looking exceptionally fit, welcomed us and set the stage for the meetings. General Omar N. Bradley, chairman of the Joint Chiefs of Staff, spoke on the overall problems of the top military leaders. Vice Admiral Arthur C. Davis, director of the Joint Chiefs went into more detail on the work of the Joint Chiefs.

The discussion was timely in view of the fact that General Douglas MacArthur was relieved late the

## *Teamster Official, Just Returned from Tour Of Nation's Key Training Areas, Reports America's Defense Is in Steady Hands*

by DAVE BECK  
Executive Vice President



Vice President Dave Beck braces himself for ride in Shooting Star.

night of the second day of our meetings and Vice Admiral Davis turned out to be the officer selected by the Joint Chiefs and the Senate committees interrogating MacArthur to be the chief censor and reviewer of the military testimony which has recently attracted headline attention.

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### EDITOR'S NOTE

Executive Vice President Dave Beck was invited by Defense Secretary George C. Marshall to participate in a "civilian orientation conference" of outstanding business, professional and industrial leaders. This conference was briefed by high military, defense and civilian officials in Washington and then taken on an inspection and demonstration tour of four military installations.

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These military and civilian leaders of the military agencies spoke: General J. Lawton, "Lightning Joe" Collins, and Undersecretary A. S. Alexander for the Army; Secretary Francis P. Matthews and Admiral Forrest P. Sherman for the Navy, and General Hoyt S. Vandenburg and Undersecretary John S. McCone of the Air Force.

While much of their discussion was concerned with their own arms and services, we were given an unusual insight into how each service fits into our All-American defense team. The military phases were discussed by the professional soldiers and the civilian and procurement aspects by the civilian executives.

A military briefing on the strategic and tactical situations as of the date of the lecture were given by General



A. R. Ginsburgh of the Secretary's staff. Ginsburgh used secret maps and showed how the forces of the United Nations and the enemy were deployed. This highly secret information has proven of interest in view of recent military developments in Korea.

The Foreign Aid program and the North Atlantic Treaty were explained by Vice Admiral Jerauld Wright who represented the U. S. in the operations of the treaty machinery. Wright, it may be recalled, was one of the officers who went with General Mark Clark on his famous submarine "advance trip" to North Africa to obtain information necessary to the preparation of military operations. This trip was one of the most spectacular stories of the war.

Defense Mobilizer Charles E. Wilson gave a workmanlike address on mobilization and made an excellent impression. We also heard reports on other phases of the economy—from the Director of the Budget, from the State Department, from the Atomic Energy Commission, from the Research and Development Board, the Munitions Board and others. In fact, little of the overall Government bearing on National Defense was left without some outstanding speaker and expert. Questions were invited and answers were immediate and sharp.

The Government people asked for questions and got them. We were all anxious to learn. Everyone attending the conference was attending at a considerable sacrifice in time from his business or organization and wanted to get the most possible out of the eight-day conference.

Following the Pentagon phase the conferees were taken to Quantico, Va., about 38 miles south of the capital for our first field demonstration. The Marine Corps lived up to its billing. Everything went off with machine-like precision. There were two demonstrations. In the early morning the Marines demonstrated an amphibious assault on an island. The area in question had been re-worked to resemble Pelelieu Island with the embrasures, fortifications and obstacles, etc.

### *Procedures Similar*

The demonstration formula at each installation in terms of presentation was similar. An officer or officers was narrator and, speaking through a public-address hook-up, explained to the audience the various activities and operations taking place. At Quantico, one of the narrators was Lieut. Gilbert R. Hershey, a combat veteran from Korea and son of Selective Service Administrator General Lewis B. Hershey.

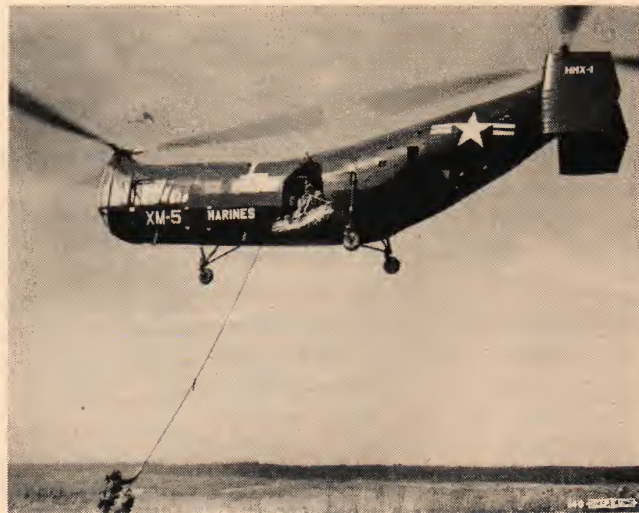
The firepower, tactical development and teamwork of sea, air and ground forces were excellent. These attributes were shown in the second demonstration by the Marines when they showed the use of helicopter techniques in field combat operations. Giant helicopters, called "flying bananas" landed assault troops on the beach behind a smoke screen, thereby speeding the beach operations. Tactical air support with brilliant accuracy and dangerous firepower was shown in conventional and jet planes. We took our first look at napalm bombing which is a horrible weapon—but highly effective. Lieut. Gen. Franklin Hart's men had done a great job.

From Quantico we were flown to Eglin, Fla., to see a giant air demonstration. During the morning General Bryant Boatner's command presented before our group and the National War College, brought in for the occasion, one of the most spectacular and persuasive demonstrations of air power any of us had seen. Planes of all descriptions were used—from helicopter rescue and lumbering cargo packet planes, to the super-speed jet fighters and bombers and the gigantic B-36.

In the space of less than two hours we saw nearly three dozen demonstrations of air power in its many phases. Some operations were so classified that all cameras were



At Quantico training school, Marine infantryman turns flame-thrower on a pillbox.



A "wounded" Marine is rescued by a twin-rotor helicopter for transfer to hospital.



banned. Three of the most effective of all the programmed techniques were the napalm bombing, the jet bomber and the comparison bombing by the B-36 as compared with the World War II B-17.

Following the field demonstrations we were shown the planes at the field together with the various support mechanisms necessary in modern aerial warfare. The great complexity of modern airfighters and the tremendous coordination, teamwork and knowledge necessary was truly amazing.

Our next stop was the Naval Air Station at Pensacola, Fla., where we were met by Vice Admiral John Dale Price, USN, chief of Naval Air Training. We were shown three different operations here in addition to being given lectures and inside demonstrations. Two submarines had been brought in from a submarine base and our conference group was divided into two groups; one group went on the two subs on Friday and the other on the aircraft carrier *Monterey*; the other group reversed the process.

### ***Trip on Sub***

I was fortunate enough to take a trip on the snorkel type submarine which had been developed out of World War II experiences. We took a half dozen dives in this submarine and officers and enlisted men aboard took us all through the vessel on our one day's submarine trip. The complexity of the valves, pipes, controls would put any Rube Goldberg to shame, yet these young men operated the mechanism with watch-like precision.

Submariners, like the Marines, are volunteers. And they can't seem to understand why anyone would go into anything but the Submarine Service. Some of these lads had gone through the war and one had been on 13 combat missions and another on ten. Team work of the highest type is imperative aboard the sub—it has to be because every man's life depends upon the courage,

ability and coolness of every other man. There was a high spirit of democracy aboard our vessel, the *S. S. Cutlass* (SS-478), as there is on all subs.

We were brought into really "close quarters" on the submarine and were given briefings by officers and men on the ways and means of submarine warfare. We got to watch our sister submarine through the periscope take dives. Lt. Comdr. C. W. Styer, Jr., the skipper, and his fine crew were wonderful hosts.

The next day we went aboard an aircraft carrier which had a distinguished combat record, the *U. S. S. Monterey* (CUD-26). We saw actual naval combat pilot qualifying tests and saw air cadets make their final landings and take-offs to win their golden wings as navy pilots. Here again precision takes top priority. A mistake can land a pilot in the ocean and cause him to miss his cue which may mean disaster. No casualties occurred during our visit despite the obvious spirit of tension which was present.

Our tour through the carrier by Capt. D. L. Mills' escort officers and petty officers proved interesting and indicated the many complexities of keeping a carrier afloat and caring for the men aboard this floating airdrome. Carriers are of great importance in the Korean war and we were glad to see how they are operating today.

We were also shown survival techniques for naval pilots. In fact, during our whole trip we were impressed with the great attention being paid to health and safety by all the services. No detail was too unimportant to be given minute attention. This fact alone should be reassuring to parents.

A flight in a Shooting Star, Lockheed jet fighter plane, was an added event. We were taken up for a flight in this craft and I must say flying in a jet is unlike any other flying or traveling experience. Climbing at 6,000 feet a minute and power diving at several hundred

miles an hour is an experience that we will not soon forget.

Our final installation was Fort Benning, Ga., where ground troops and officers are trained at the Infantry School and the Infantry Center.

Major General John Church, commandant, had recently returned from Korea and one of the highlights of the trip was a discussion by him with our group informally on some of his experiences. During the morning of our final day we were shown the arsenal of weapons of the foot soldiers and given amazing demonstrations of accuracy and firepower. Teamwork between foot soldiers and tank units was shown with highly effective results. The lessons of combat are taught out here at Benning and new techniques developed for use overseas. We were seeing improved weapons already in use as well as new arms.

### ***Infantry Still Basic***

The foot soldier is still basic. When enemy territory is taken the foot soldier has to go in and take it and hold it. Despite so-called "push button" warfare, Korea has shown the value of the foot soldier.

In the afternoon we were taken through the parachute school in a quick "short course" in the making of a paratrooper. This was climaxed by drops of munitions and 90 men. We saw how jeeps, arms and supplies are being dropped from giant cargo planes—literally flying box-cars. Paratroopers are also volunteers and they think the only branch of the service is theirs. The coordination of airborne troops and ground troops was impressive.

Space does not permit extended discussion of this trip in terms of findings or impressions. I would like to say that the military people we talked with seemed exceptionally able and sincere as were all troops and naval men we talked with. There was real sense of urgency to do better and better as quickly as possible and there is a feeling of

*(Continued on page 18)*



# THE 'WETBACK' ISSUE

## Labor Wages a Nip-and-tuck Battle to Fight

### a Growing Menace: Exploitation of Foreign Workers

**O**RGANIZED labor is fighting for a decent migratory farm labor bill in the House of Representatives. The House has before it the Pogue Bill, H. R. 3283, and the recently passed Senate Bill, S. 984.

Behind labor's effort to get a decent bill are aligned powerful forces which stand for policies having far-reaching results on American labor generally, and many Teamsters members particularly.

The bills introduced in the Senate and House were designed to permit the entrance into the United States of Mexican farm workers to help out in 1951 and 1952 in what has been called a severe manpower pinch. Although the bills have seemed innocent enough on the surface, they are sponsored chiefly by large farming and processing interests who want to get cheap labor to harvest and process their crops.

### Illegal Crossings

Hundreds of thousands of Mexicans cross the border every year to work at substandard wages in the farms and fields of the Southwest. These illegal entrants are known as "wetbacks"—a name derived from illegal crossing of the Rio Grande river on the U. S.-Mexican border.

The wetback issue has resulted in numerous major developments which are bringing to public attention implications of a policy which would permit unrestricted entrance of Mexican farm workers:

1. The President's Commission on Migratory Labor recently made public its report after months of study and set forth facts, figures and recommendations which indicate the magnitude of the problem

and the implications for American labor.

2. The Governor's Committee of the State of California made a special study of "Agricultural Labor in the San Joaquin Valley." Findings and recommendations of the 15-member committee brought to attention long-recognized conditions in the rich California fruit and vegetable area.

3. National attention has been focussed on the migrant problem by various newspapers and magazines, most notably by the *New York Times* in a series of special articles by writers who have made on-the-spot investigations of migrant labor conditions.

4. For the greater part of five days the United States Senate debated the various features of the farm labor bill and thereby brought to public attention many facets of the farm labor problem. For the first time in Congress the plight of farm labor, with emphasis on American farm labor in the low income brackets, was brought out through extensive debates.

The International Brotherhood of Teamsters as a labor union has a three-fold interest in the wetback legislation:

—as a group of American citizens interested in decent humanitarian treatment of all labor, the Teamster Union does not want to see the shameful conditions prevailing in the past in farm labor continued;

—as a labor union, the Teamsters realize that what effects one great group of labor, whether organized or not, has an effect on all organized labor and work standards;

—finally, the Teamsters have a



direct interest since a substantial number of Teamster members are involved competitively with proposed imported labor.

It is oftentimes overlooked, labor legislative observers in Washington point out, that the wetback issue affects far more than low paid labor in the cotton and vegetable fields of the Southwest. The Pogue bill in the House would actually permit imported labor from Mexico to work in canneries, processing plants, cotton gins and other establishments of a manufacturing nature in addition to the cotton, fruit and vegetable fields.

### Bills Differ

The permission to allow Mexicans to work in canneries and other processing establishments was deleted from the Senate bill, but remains in the House bill.

The wetback problem is of a magnitude few had realized until the President's Commission had filed its report. In the Senate debates many phases of this report were brought out to emphasize



points at issue by Senators Hubert Humphrey (D., Minn.), Wayne Morse (R., Oreg.), and Paul Douglas (D., Ill.) particularly. Amendments helped to strengthen the bill before it got to the Senate.

## Vast Problem

Debates in the Senate and publicly released data indicate the amazing size of the wetback problem. In his excellent series of articles in the *New York Times*, Gladwin Hill said, "The rise in illegal border-crossing by Mexican 'wetbacks' to a current rate of more than 1,000,000 cases a year has been accompanied by a curious relaxation in ethical standards extending all the way from farmer-exploiters of this contraband labor to the highest levels of the Federal Government."

American farm labor is placed in a serious competitive position with the entrance of Mexican illegals. The Mexicans can come in and work for shamefully low standards with virtually none of the protections of any sort which are taken for granted by American workers. By

being placed in a low-paid, virtually peon, category the Mexican illegal has no comeback. He must take what he is paid, for if he complains he can be turned in to immigration authorities and deported. Deductions for food, lodging, etc., are made to the extent that the wages received are often pitiful. Cases were cited in Congress of sub-standard wages paid for cotton and "stoop" crop work. Being unorganized the wetbacks have no collective bargaining strength.

Examples have been pointed out by Hill and others that wetbacks are being found in other occupations in addition to farm work. Examples of invasion of other jobs have been found in truck driving, building crafts, factory work, painting, blacksmithing, welding, shoe-making and police work. This invasion of many types of work is alarming labor generally and bringing to bear increased support and cooperation of labor groups other than those directly interested in farm labor.

Labor groups in this country are urging that Congress amend the

Pogue bill and the Senator Ellender bill to such an extent that protections will be included in the final measure. The Senate defeated an amendment making a prevailing wage mandatory on the promise that the Senate bill already had such a protection. The so-called "protection" is vague and depends on administrative action which, labor representatives say, is dubious guarantee at best.

## Report Cited

If sufficient protections can be placed in the final bill, much of the reason for hiring Mexican labor will be eliminated. Thus American migrant labor can stand a better chance of getting work. The President's Commission said in its report that "We are convinced that there was little need for the importation of foreign labor in the years 1947 to 1950. The Commission received evidence that in 1950 domestic workers had been removed from employment in order to accommodate contract Mexican aliens."

A dozen amendments have been proposed in the bill as pending in the House, the most important of which is a change in section 503. The change would forbid recruiting labor until the Secretary of Labor held hearings and determined and certified that sufficient local, willing and able, qualified workers are available; that prevailing wages and other conditions of employment are met, and that "the employment of such (foreign) workers will not adversely affect the wages and working conditions of local resident farm workers similarly employed."

As the fight goes forward for a decent farm labor bill organized trade unions are becoming more and more conscious of the threat of the wetbacks and hope to defeat the threat of the large farming interests who proposed to continue trafficking in low-cost human labor for the sake of farm profits at a time when the defense effort is calling for all-out agricultural production.



Members of the President's Commission on Migratory Labor. Left to right, front row: The Most Rev. Robert E. Lucey, Archbishop of San Antonio; Maurice T. Van Heckem (chairman), University of North Carolina school of law; William L. Leiser, labor economist, Washington; Back row: Noble Clark, association director, agricultural experiment station, University of Wisconsin; Peter H. Odegard, department of political science, University of California.



# EDITORIALS

## *The NLRB Year*

The National Labor Relations Board recently issued its annual report and the figures given throw interesting light on the labor picture in America. The report covers the fiscal year ending June 30, 1950, the latest full year for which a report is available. The report is the second full year under the Taft-Hartley law.

In fiscal year 1950, the report period, labor unions won 74 per cent of the election contests held as compared with 70 per cent the year before. In these elections the unions received 83 per cent of the valid votes cast as compared with 73 per cent the previous year.

An increase of 78 per cent in awards as remedies for illegal discrimination was shown with \$1,090,280 going to 2,272 employees. This figure is almost up to the \$1,105,000 awarded 2,656 workers in 1947, the last year of the Wagner Act.

The Board conducted 5,591 union-shop polls in 1950 and in 96 per cent of these polls the union shop was approved by a majority of the voters. This is one per cent less than it was in 1949 and in 1948.

These are only a few of the many figures in the 260-page report. There is an indication that labor is either holding its own or is making progress in organizing new members and in convincing new members that their welfare is best served by belonging to and supporting trade unions. Unions should not feel that this is a time for apathy—rather it is a time for renewed efforts toward organization and toward amending or repealing Taft-Hartley.

## *A Fresh Start*

A short time ago the Wage Stabilization Board was reconstituted. The new board was doubled in size and broadened in jurisdiction. The old board had encountered stormy weather when the three labor members withdrew over a disagreement over famous Regulation 6.

The board continued to limp along and issued further orders, but for all practical purposes the board has been inoperative until steps were taken to revitalize and enlarge its scope.

It is interesting to note that the new Wage Stabilization Board was set up after the President had

accepted the recommendation of his recently formed National Advisory Board for Mobilization Policy. This policy group as one of its first actions recommended the double size of the new wage body plus an enlargement of jurisdiction. The vote was 12-4 in the advisory agency with the four industry representatives dissenting.

The new Wage Stabilization Board can know that it is getting a start under good auspices—recommended by a top-level advisory board plus appointment by the President to do a much needed job on the stabilization front. The new board is getting a fresh start in a difficult and usually thankless field of endeavor. We wish it luck.

## *Look Who's Talking*

The Russian Embassy in Washington issued a monthly publication called "The USSR Information Bulletin." This is a slick-paper magazine, profusely illustrated and designed to glorify the Communist regime and villify the free world.

The publication circulates freely and is issued to the press as a part of the Soviet propaganda campaign. Some curious items turn up in this bulletin.

A recent place in the bulletin is entitled "Forced Labor in Yugoslavia" by one V. Kirsanov, not further identified. The first paragraph of the article sets the tone of the entire article:

"The Fascist rulers of Belgrade are brutally exploiting the working people of Yugoslavia. Forced labor is being practiced extensively by the Titoites. They have decreed a number of draconic laws which literally reduce the industrial workers to the status of slaves."

We make no comment on what may or may not be the situation in Yugoslavia, but must point out that Tito broke with the Kremlin and refused to be a stooge of Stalin. As a result the Kremlin is making every possible effort to discredit him and to wreck his rule.

It is interesting to note the comments on slave labor in Yugoslavia by—of all people—the Russians. The paragraph quoted above might well be quoted against the USSR with a few changes: change "Belgrade" to "Moscow," "Yugoslavia" to "Russia" and "Titoites" to "Soviets." Now reread the paragraph and note the effect.



## ***Trading with the Enemy***

Americans were startled recently to hear that some British-controlled rubber and other commodities were finding their way into Communist hands in the Far East. There was considerable indignation over the matter and rightly so. There is no excuse for a power that is supposed to be on the side fighting Communism to supply it with rubber and other items which help the Reds carry on warfare.

But when we are getting indignant we should realize that we may not have done as good a job as we could in keeping goods in American hands from passing behind the Iron Curtain, particularly in the European area.

There are certain greedy people who will trade with the enemy, who will sell critically needed goods to help the enemy make or prolong war, who will totally disregard their own country. There are greedy people of this type in every country. They are utterly without conscience.

Every nation on freedom's side should make every possible effort to slap these greedy gentry down—their illegal traffic merely prolongs wars and costs bitterly in added casualties, all for the sake of lining the pockets of these selfish traders who think they are beyond the law and beyond morality.

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## ***He Will Be Missed***

A member of Congress who served six years before his untimely death at the age of 48, Frank Buchanan, will be missed by the taxpayers and the consumers of the nation.

Congressman Buchanan was a member of the House Banking and Currency Committee and took a strong interest in housing matters. More recently he has become known for his work as chairman of the special committee investigating lobbying activities. The exposures made by this committee helped spotlight some of the curious activities of those who would pull the strings behind the scenes to regulate the staging of the Washington drama to suit their own desires and pocketbooks.

Buchanan will be missed by his colleagues, his constituents and the people of America.

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## ***An Important Fight***

Organized labor has a special stake in the present discussion on bringing into the country Mexican labor to work in agricultural areas. The International Brotherhood of Teamsters, through a section of its membership, particularly the cannery workers, is affected by the policy action which may be taken by the Congress on the Mexican labor question.

The story being told the Congress is that we have a manpower pinch in agriculture and the only solution

is to bring in tens of thousands—perhaps hundreds of thousands—of Mexicans to work in our fields. It is interesting to note that labor representatives have pointed out that much of the manpower problems can be relieved through a proper use of our present manpower resources.

It is also interesting to note the findings of the President's Commission of Migratory Labor. This five-man commission with an expert staff made an extensive study of migratory labor throughout the United States. Some of the findings and recommendations should make Congress sit up and take notice.

The Commission said that "We (the commission) are convinced that there was little or no need for the importation of foreign labor in the years 1947 to 1950. The Commission received evidence that in 1950 domestic workers had been removed from employment in order to accommodate contract Mexican aliens."

The Commission also estimates that 400,000 of our migratory farm labor force of 1,000,000 in 1949 were "wetbacks" or Mexicans in the United States illegally.

The Commission also says that "The wage level at which the alien farm laborer generally is willing to work tends to set the pay pattern for all."

These were three of the many observations made. Will Congress pay attention to the report and the findings? Or will Congress listen to some of the large farming interests who can profit by beating down the wages of farm workers, cashing in on poverty and human misery?

It is time for labor to make its voice heard on this question more emphatically than it has even been heard in the past.

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## ***Good Advice***

Paul Styles, a member of the National Labor Relations Board, recently made a speech before an AFL union in which he made some unusual statements—unusual for a Government official.

After describing the work of NLRB, Styles said, "We have taken the position that we are not interested in grabbing off additional functions. We are not interested in building up tremendous emergency staffs. We are not interested in blaring newspaper headlines. We are not interested in seeking on our initiative new jurisdiction and new fields to conquer.

"What we are interested in, is simply this: We have enough to do at present. What we have to do is of basic importance—to encourage orderly collective bargaining by removing certain obstacles to peaceful industrial relations. We feel we can make our greatest contribution to the national defense effort by doing our present job better and faster than ever before."

These are words well spoken. Excellent advice not only for NLRB, but for other agencies which may be disposed toward bureaucratic empire building.



## Dick McArdle—a Ring Great

AROUND Chicago, union Teamsters will tell you one of the all-time greats of the ring is Richard Ardaugh, a member of Local Union 726 for over 30 years. During his days of glory in the ring, Ardaugh was known as Dick McArdle, a name he still uses on occasional appearances as a referee.

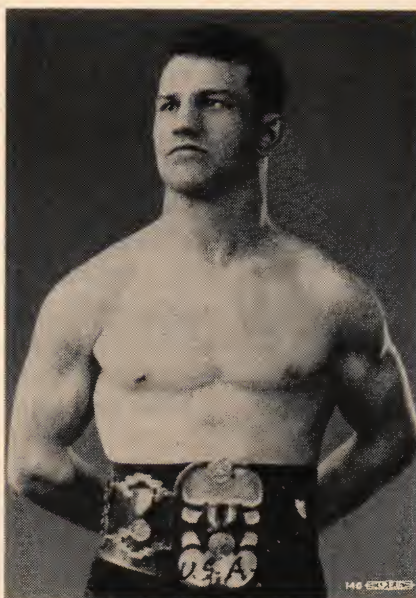
Dick McArdle began his boxing career in 1910—Under the tutelage of his father, a business agent of a carpenters' Local, who also had been a handy man with the gloves. When World War I came, McArdle went overseas with the Army.

While in France, he won the welterweight championship of the Allied forces and captured the General Pershing award for all-around sports excellence.

After the war, McArdle toured several European countries, taking on the top welterweights of the continent. His pugilistic career continued until 1925 and, during that time, he fought some of the top fighters of the day, boxers such as Ted Kid Lewis, the Black Panther of Paris, Kid Irish, Battling Nelson, Jimmy Cabby, The Mexican Kid and Sailor Freeman.

In 1925, the Chicago Teamster suffered a ring injury which forced him to retire from the fistic scene. But, after hanging up his gloves, McArdle took up wrestling at the insistence of the former mat champion, Farmer Burns. For the next 17 years, the fighter - turned - grappler was a familiar figure to wrestling fans the nation over.

McArdle had a long and colorful career in the ring, but his friends say his greatest athletic achievements are being scored right now. Several years ago, the popular Teamster, in his spare time, started a boxing school, with retired boxers as coaches.



Dick McArdle

These retired boxers are credited with doing much toward helping keep Chicago's youths off the streets. Through the boxing and recreation program, both character and bodies are being built.

McArdle, who is athletic officer of his American Legion Post, also has helped brighten the lives of servicemen confined to hospitals in the Chicago area. He has staged popular athletic shows at Army and Navy hospitals in the area.

Boxer McArdle has been Teamster Ardaugh for many years as a driver for the city of Chicago's electricity department.

## Beck Resigns as University Regent

Executive Vice President Dave Beck last month resigned from membership on the Board of Regents of the University of Washington in protest over action of the board in boosting student fees. Beck had been a member of the Board of Regents five years and served as president of the board for the year ending April 24, 1951.

Vice President Beck in his letter of resignation to Governor Arthur B. Langlie said, "Inasmuch as individual members of the board are traditionally bound not to take board matters to the public, and inasmuch as the press is excluded from meetings, I feel I can be of greater service to the University by not being a member of the board, thus being free to express my opinion on board and administration matters as the occasions arise."

He enclosed with his resignation a letter he had sent to the chairman of the Board of Regents, John L. King. In his letter to King protesting the steep increase in student fees, Beck wrote, "I believe it is the duty of the members of the board to protect the interests of parents who send their children to state-supported universities, and also to protect the interest of the student who is forced to work his way through college."

The Teamster official indicated that his resignation did not mean any decrease in interest in university affairs.

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## A Glance at Our Armed Might

*(Continued from page 13)*

both precision and thoroughness. Increasing firepower is bringing bigger logistical problems which should be of interest to us as citizens. And while modern warfare is getting more and more complex, we found that certain fundamentals remain: teamwork, unity, sincerity and all-around competence.

The Pentagon lectures were all

interesting and informative. I would make one recommendation to the Defense Department, however. I would suggest that the Director of the Federal Bureau of Investigation or some other top FBI official be invited to appear and give a discussion on the necessity for fighting Communism on the home front.



# ORGANIZED *Against* LABOR

by DANIEL J. TOBIN

AFTER the Government has figured how many man-hours of productive labor have been lost by the attendance at the MacArthur parades, the workers and their unions will presumably be required to take a no-strike pledge to insure the achievements outlined in the Defense Production plans of the Wage Stabilization Board. The Teamsters members have always been prepared to undergo the necessary economic sacrifices to obtain the goals proposed by our Government in periods of emergency. Today, we strongly insist that all segments of our population contribute equally to carrying the burden. The workingman must not be made the goat. Wage rates have been frozen since January but prices, profits, taxes and the other elements of our economy which promote the welfare of the prosperous have had no bridle.

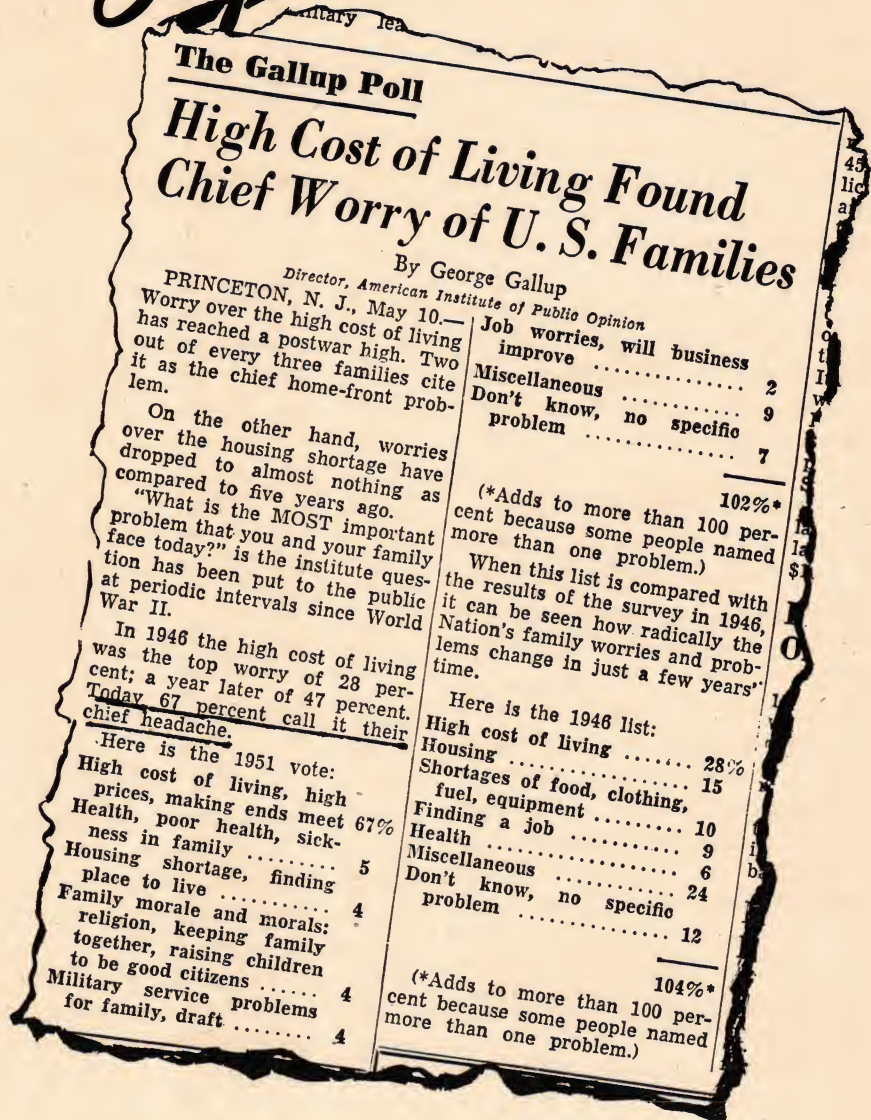
## Labor Giving Up Rights

Labor is, in the present defense emergency, giving up many of the rights enjoyed by it in normal times, including those meager rights not denied it by the Taft-Hartley Act itself. To ask that labor continue to be subject to all the restrictions of that Act when it is sacrificing its rights under the Act is wholly unfair. The right of labor to bargain for wage increases, guaranteed by the Taft-Hartley Act, has in substance been greatly restricted, since any increases agreed upon will require governmental approval. The rights of labor even to wage increases under outstanding collective bargaining agreements have been impaired by wage stabilization, although the Taft-Hartley Act

requires both labor and management to abide by outstanding contracts. The right to strike—labor's most basic right—which has been guaranteed alike by the Wagner Act and the Taft-Hartley Act, will necessarily, to a considerable degree, be curtailed during the present emergency. When labor gives up so much, it is only fair certain of the restrictions of the Taft-Hartley Act should be lifted from its back.

Many of the foremost representatives of industry and agriculture are against the price and wage con-

trol elements of the Defense Production Act. While wage rates were drastically frozen for the past several months, the Government experts have continually stated that price freezing cannot become truly effective until Autumn. In the meantime the full brunt of the austerity has been carried by the wage earners while other groups have enjoyed unlimited prosperity. Corporation profits for the first quarter of this year are the highest on record. The agriculture groups, fortified by Government subsidies





and parity assistance, are better off than ever before.

During my 50 years' experience with the Teamsters Union and the American Labor movement, life has been one long tortuous crisis. Our employers, or ruling class, have controlled all the powerful avenues of publicity rendering impossible the proper presentation of the workers' plight to the people.

Two weeks ago, speaking at the University of Missouri, John Cowles, president of the Minneapolis *Star and Tribune*, criticized American newspapers in this fashion: "The goal of maintaining a free society is not served, it seems to me, by whipping the public into a frenzy with cartoons, news stories and editorials that are so violent as to be almost psychopathic."

### "Kept Press" Earning

In view of the present attempts by the Congress and the Government to assign a "me-too" status to the workingman's representatives in the present emergency, it appears that the American press has served its owners and advertisers quite well by the questionable methods outlined above. Such accomplishments, however, have been achieved at the expense of the total economy and of all the people. The American labor movement has always been served best by leaders from its own ranks—a highly democratic process; over the years, however, the politicians and professors have been increasing their efforts to wrest control of this movement for purposes not productive of any advancement of the workers themselves.

All the elected leaders in Washington tell us that we must have a controlled economy and that it will be controlled for a long time to come. Under such circumstances, it is only just for our Government to share the management of these controls in a fair proportion with those making the sacrifices.

Men, who have prospered finan-

## ECA Acknowledges Aid of Teamsters



### CERTIFICATE OF COOPERATION

*awarded to*  
**International Brotherhood of Teamsters, Chauffeurs,  
Warehousemen & Helpers of America (AFL)**  
*for furnishing technical assistance to the  
Peoples of the Marshall Plan Countries  
to aid them in maintaining individual  
liberty, free institutions and peace.*

*April 3, 1951*

140-10000

*William C. Foster*  
ADMINISTRATOR

The responsible role of the International Brotherhood of Teamsters in aiding the peoples of war-torn Europe to repair their damaged economies has been officially recognized by the Economic Cooperation Administration with the plaque which is reproduced above. Such assistance by Teamsters and other labor unions has been credited with being a vital force against Communism in West European countries.

cially by bitterly opposing labor unions at all stages of their careers, have been placed in powerful positions in the Nation's government; and we have no reason to believe that their hatred of unions has left them when they temporarily change from big business to big government. Even though they assert their patriotism in every press release, we still insist that they, like all men, are burdened with human frailties.

### Reactionary Group

Basically, the Wage Stabilization Board is as reactionary as any of our greedy employers. The public members, either through lack of balance or fear of criticism by the industry-controlled publicity channels, seem more concerned with "inflation" than with the social and financial status of the lowest economic group in our society. Any attempt to influence "inflation" carries with it the abrogation of the law of supply and demand. Those advocates of "inflation" con-

trol desire its accomplishment by having more people work a longer work week with more output per hour at a higher cost of living with lower take-home pay. Fifty years ago that was exactly what our employers wanted, but they never called upon "inflation" to help them out—probably because they couldn't spell the word.

### Trucks Getting Traffic From Rails, Reports Show

A decrease in rail freight in favor of truck haulage is noted by the Port of New York Authority in its annual report recently made public by Howard S. Cullman, chairman.

The decrease in rail freight in favor of truck haulage at the Authority's Union Railroad Freight Terminal "conforms with the general trend at all Manhattan rail stations and reflects the universal shift of merchandise freight from rail to trucks," says the report.



# Hoodlums Move in on Business

**H**OODLUMS have become powerful in many lines of American business. Gangsters have moved up the economic ladder and are now infesting dozens of legitimate enterprises, says the Kefauver Committee.

This committee known as the "Special Committee to Investigate Organized Crime in Interstate Commerce" recently issued its third interim report covering hearings in more than a dozen major cities. The 192-page report is a shocking indictment of American law and order. The tie-ups between politicians and gangsters, between respectable business men and underworld characters is brought out with sharp clarity in the comments of the committee following many weeks of investigation and testimony.

## **Broad Coverage**

The report covers many major topics of interstate crime: crime syndication and the Mafia; wire services in organized crime; syndicated sports betting; narcotics traffic; enforcement machinery breakdown; official corruption and connivances and other topics.

Of major interest to labor unions, however, is the chapter entitled "Infiltration of racketeers into legitimate business." This 10-page section spells out how crime and criminals is playing a role of growing importance in American business.

"The committee," says the report, "has had before it evidence of hoodlum infiltration in approximately 50 areas of business enterprise."

The gangsters are really going to town, indicates the committee in listing the 50 lines of business where gangsters have been found wielding influence: Advertising, amusement industry, appliances, automobiles, baking, ball rooms and bowling alleys, banking, basketball, boxing,

## **Ten-page Section of Kefauver Committee Report Tells How Racketeers Are Muscling in on Business Enterprises; Infiltration Termed 'Shocking'**

cigarette distribution, coal, communications facilities, construction, drug stores and drug companies, electrical equipment, florists, food (meat, sea food, dairy products, groceries, cheese, olive oil, fruit), football, garment industry, gas stations and garages, hotels, import-export business, insurance, juke box and coin-machine distribution, laundry and dry cleaning, liquor industry, loan and bonding business, manufacturing (gambling equipment, broilers, etc.), Nevada gambling houses, news services, newspapers, oil industry, paper products, racing and race tracks, radio stations, ranching, real estate, restaurants (taverns, bars, night clubs), scrap business, shipping, steel, surplus sales, tailoring (haberdashery), television, theaters, and transportation.

The committee did not take the space to discuss the evidence found in each of the 50 lines of business, but the report does discuss a number of what are described as "samplings."

"One of the most shocking problems in this connection (hoodlum penetration into industry), and one which constitutes a black page in the history of American industry, is the indisputable evidence obtained by the committee of cooperation with major hoodlums on the part of important segments of business enterprise," reports the committee.

The committee cites a Detroit example where the "committee found leading industrial concerns admittedly cooperating with notorious hoodlums for the purpose of suppressing labor difficulties."

The committee after the pages of discussion of the infiltration of gang-

sters in American business made the comment that penetration in labor unions "has decreased steadily over the years . . . Today, however, the hoodlum element has been driven to the wall in all but a few important instances."

The dangers to the country from hoodlum penetration are many, points out the committee: Discriminatory practices, extortion, bombings, black marketing, income tax evasion and many other evils which are characteristic of gangster dealings.

In some industries, the average citizen will not be surprised to hear that gangsters have made inroads: in the liquor industry and the juke box and vending machine business, for example. In other business, however, it may come as a surprise to find hoodlums or friends of hoodlums involved in banking and finance, the bonding business or a public wire service.

## **Liquor Business Rapped**

The liquor industry is rapped for not assuming its proper share of responsibility in removing the hoodlum element. Famous names of beers and whiskies came to public attention in the hearings and some of these items are cited in the report.

"In Kansas City, the committee found such notorious hoodlums as Joe and Vincent di Giovanni holding exclusive franchises for several leading brands of whiskey including Schenley's and Seagrams," the committee said, calling the two men "Mafia hoodlums." When the state revoked their liquor license new licenses were issued to their sons, thereby nullifying the revocation.



"The committee also found evidence in Kansas City that the retail liquor dealers association was mob controlled and violence was used to force liquor dealers into the association."

The Canadian Ace Brewery says the report, "is controlled by Alexander Greenberg, who was an associate and financial backer of many Capone syndicate members. Canadian Ace Beer was sold in Kansas City by Tony Gizzo, a leading member of the Binaggio-Gargotta mob, and a suspected leader of the Mafia. . . . The committee found several other Capone associates involved in a substantial manner in the wholesale and retail distribution of liquor."

Liquor set-ups with hoodlum influence of control were cited from New Jersey, New York, Des Moines, Tampa, but the committee cautioned the public saying, "The fact that the committee has mentioned the names of certain leading distillers and brewers should not be construed to mean that they have been the only or even the worst offenders. Practically every large distillery and brewery has granted franchises to racketeer dealers, most of whom were blanketed in under the original licensing activities of the Alcohol Tax Unit after the repeal of prohibition."

### **Trucking Interests**

The automobile and trucking business are subjects of comment by the committee in its report.

"In Brooklyn, for example," says the committee, "Joe Adonis was able to control the distribution of a number of automobiles out of the Kings County Buick Co., which ran up an unsavory record of black market deals in World War II. Adonis also owns stock in the Automotive Conveying Company which hauls Fords from Edgewater, N. J., to various points in the East. He obtained his exclusive franchise during Harry Bennett's regime at Ford. Ford has publicly deplored this situation and is taking action to rid itself of Adonis."

"The committee also found that

Anthony D'Anna, a former Detroit bootlegger and racketeer, also received a Ford haulage franchise, and a sales agency during Harry Bennett's regime. While Ford has largely succeeded in ridding itself of the Bennett influence, D'Anna is a notorious exception. Today his company—E. & L. Transport, Inc., of

Michigan and Indiana—hauls most of the Fords produced in the Dearborn and Highland Park plants, although numerous other carriers hold ICC authority to transport this same traffic." The manner in which D'Anna, an associate of notorious hoodlums Joe Massei and Pete Licavoli, was accepted by Ford provides one of the best examples in the committee's record of how hoodlum penetration is accomplished. In 1931, after a meeting between Bennett and D'Anna, the latter went into partnership with one William Pardo. Until shortly before that time, Pardo had held a franchise from Ford. Suddenly it was mysteriously terminated. Pardo found that if he wanted to get his franchise back, it would be wise to take D'Anna in the business. In 1939, however, the partnership was dissolved on orders from one of Bennett's underlings and D'Anna turned up in a new company, Superior Motor Sales, Inc., of Wyandotte which today is operated by his son. D'Anna received the E. & L. Transport Company franchise in much the same manner. D'Anna seldom appears in the company's offices, but nevertheless, enjoys income from Ford to the extent of \$27,000 a year."

Examples are cited by the committee showing gangster infiltration



"Sure is the hottest time we've had in years, Boss."

—Chicago Sun-Times.

in the motor transport business. It cited the Minneapolis-St. Paul situation and said that the hoodlum element nearly succeeded in taking over the Twin City Rapid Transit Company. The company's lawyer, said the committee, almost ousted the management, but was checkmated by the president who "discovered just in time that Osanna (the lawyer) was associating with such notorious hoodlums as Kid Cann."

The committee also observes that in Cleveland, Arthur "Mickey" McBride of Continental Press operates the Yellow Cab Company. In New Jersey, an interstate trucking firm—People's Express Co.—is run by a notorious hoodlum, Jerry Catena, and an ex-bootlegger and long time friend of "Longie" Zwillman—Philip Dameo. Dameo buys his trucks from Zwillman's company.

The committee said it has no way of knowing the extent of hoodlum penetration, "but the few examples that the committee had unearthed leads it to believe that very large amounts of stock are owned directly or indirectly by hoodlums . . . The danger arises when hoodlums control enough of the stock so as to exert influence on the management of a given industry."

(Continued on page 32)



# New Materials Controls Plan

**T**HE NATION will soon have a new set of materials controls designed to help channel scarce metals into defense channels. The new program will be called the CMP or the Controlled Materials Plan.

Behind the issuance of the CMP orders are a number of developments which vitally affect the trucking industry. Since the early days of defense, there has been a disposition on the part of labor and management of the trucking industry to seek a measure of justice in comparison with other transportation.

## ***Hoped for Justice***

Those who depend on trucking for a livelihood had hoped that the nation was sufficiently aware of the importance of trucking in our modern economy that justice would be done in the allocation of vitally needed materials for the operation of trucking and the manufacture of component parts and tires.

Experience of the past few months is proving that unless the trucking industry—labor and management—makes its desires known and points out the critical needs of the industry, motor transport as a necessary form of transportation is in real jeopardy. Formation of the Trucking Committee for National Defense several weeks ago was one of the first major steps taken on a unified basis toward getting some relief for the industry. This committee representing all elements of trucking—labor, operation, trailers and manufacture—has been a Washington outpost in behalf of the industry.

Much of the work of the committee has been quiet behind-the-scenes work with defense mobilization agencies. The committee is finding the going difficult in achieving anything like a decent break for the trucking industry. The committee believes that it has two great

## ***Operation of Controlled Materials Plan Will Be Watched Closely by Trucking Industry, Which Is Feeling Pinch of Parts and Tires Shortages***

obstacles: first, other industries, particularly other forms of transportation which are fighting for scarce materials, and second, the apathy and lack of understanding of many Government officials and the general public in knowing the importance of the trucking industry as the No. 1 form of transportation. Essentiality must be established before trucking is to get proper consideration under CMP.

The committee recently took off its gloves and began public appeals for understanding through a series of newspaper advertisements. The first full-page insertion reproduced with this article first appeared in the *New York Times*, in Washington and in Chicago with later insertion dates scheduled for Los Angeles, San Francisco, Portland, Oreg., and Seattle, Wash.

## ***Appealed for Rubber***

The advertisement in the national series was a blast at the rubber stockpiling program and appealed to the Government to make use of some of the stockpile for vitally needed truck and truck-trailer tires to aid defense transportation. Other ads are scheduled to appear over several weeks, each insertion touching on some phase of the trucking industry program.

The purpose of the advertisements and of the trucking committee program generally is to point out the essential nature of the industry. Unless the point can be driven home successfully, the trucking industry will not fare well under the forthcoming Controlled Materials Plan program.

In its official announcement of CMP, the National Production Administration said that "CMP is a plan in which three basic metals—steel, copper and aluminum—are allotted directly to producers on the basis of detailed requirements submitted in advance for the manufacture of goods which the Government needs for the defense program."

CMP will be handled in two phases: first, a reporting to NPA by the producers of their requirements for basic materials; secondly, the allotment of specific amounts to producers. The allotment phase will begin July 1. Industries must be persuasive in showing essentiality.

While the trucking industry is battling against great odds in getting enough material to keep the trucks rolling, Washington is resounding with tall stories of amortization of transportation and construction—but trucking is not included in any of these fancy amortizations which are being certified. By amortization we mean writing off the costs over a period of time.

## ***Loss of 1.5 Billions***

Vance Kirby, legislative tax counsel for the Treasury Department, told a House committee that the Government will lose \$1.5 billion in the next five years as a result of the generosity in tax amortization for plant construction. If all requests for amortization are granted, estimates point to a loss to the Treasury of some \$8 billion over the next five years.

But manufacturing plants are by no means the only items included



in the write-off plans which are being approved. The Defense Transportation Administration is issuing certificates for speedy amortization on new facilities in the transport field, such as freight cars, barges, diesel locomotives, towboats and cargo vessels.

Under the fast write-off system employed for plants and facilities the Government permits holders of amortization certificates to write off the cost of expansion in five years instead of 20. This in effect permits great tax reductions for the holders of certificates and deprives Uncle Sam of considerable tax revenue.

This all amount, for all practical

purposes, to gifts to the builders from the Government.

The trucking industry, unfortunately, is not included in the speedy write-off although the railroad industry is represented by some handsome sums in the speeded up amortization program. Recently it was disclosed that the Pennsylvania Railroad has received 13 certificates permitting it to amortize 80 per cent of the \$56 million it proposes to spend on "rail transportation facilities."

The Southern Pacific Company has been given two certificates allowing it to write off in five years 80 per cent of almost \$44 million for

freight cars. The Erie Railroad has been certified to write off 65 per cent of approximately \$23 million for diesel locomotives and diesel facilities. The Baltimore & Ohio Railroad has received certificates enabling it to write off 80 per cent of nearly \$16 million under the speed-up plan. The Rochester & Pittsburgh Company will write off 65 per cent of nearly \$5.5 million.

Other forms of transportation have cut themselves in to these amortization permits. The National Steel Corporation of Pittsburgh will amortize 80 per cent of \$6.5 million for cargo vessels. The Ashland Oil & Refining Company of Ashland, Ky., will write off 80 per cent of \$2,275,000 for oil barges and 70 per cent of \$1,750,000 for towboats. The Jordan River Line, New Orleans, will write off 70 per cent of \$1,065,000 for towboats and 80 per cent of \$1,085,000 for barges. The Coyle Lines, Wilmington, Del., will write off 70 per cent of \$1,200,000 for towboats.

These figures, any observer would admit, indicate tender consideration for various forms of transportation, particularly rail and water. No such regard has been extended to the trucking industry. This industry, in addition to fighting against Government apathy and lack of public understanding, is also caught in the competitive pinch whereby other forms of transport are given favorable tax concessions.

As the CMP is about to be introduced basic questions remain with regard to the trucking industry:

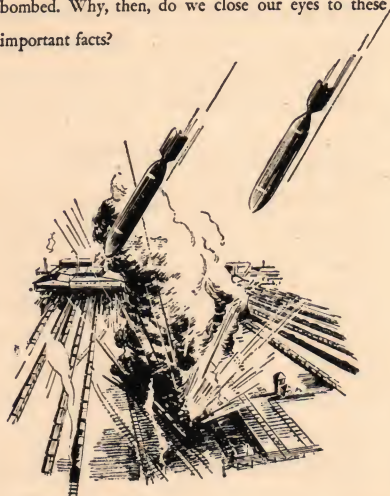
1. Will the Government finally come to see the importance of trucking and thereby give it equitable treatment in terms of materials allocation and amortization?

2. Will the trucking industry be able to operate at its full strength in the critical months ahead?

3. Will the trucking industry be compelled to eke out materials, equipment and supplies as best it can to keep these important wheels of transport turning?

# RAILROADS ARE THE Primary Target!\*

As anyone who reads the daily newspapers knows, railroads have been the primary target in the Korean War. American railroads, by their own admission\*, would also constitute a primary target should we be bombed. Why, then, do we close our eyes to these important facts?



- 1 The highly vulnerable railroad industry—important though it is—has been provided with the only major material allocation to date.
- 2 The Trucking Industry—which moved more tonnage in 1950 than all other forms of transportation combined—has still to be recognized.
- 3 The Trucking Industry can't be bombed out of existence because it doesn't move over fixed road beds. Because it isn't concentrated. Because it is instantaneously mobile!
- 4 Yet, in the face of these facts, the Trucking Industry's allocation of production and maintenance materials is still zero!
- 5 Is this fair play for the American people? Does this make sense?

★ ★ ★

The one way to protect our own best interests is to give materials priority to the No. 1 carrier offering the greatest protection in time of National Emergency—Motor Transport!

**TRUCKING INDUSTRY**  
NATIONAL DEFENSE COMMITTEE

\*American Railway Car Institute advertisement, TIME Magazine, April 30, 1951

Here is factual trucking answer to railroad propaganda.



# Facts About Social Security

**B**ORN in the depression of the 1930's, the country's Social Security system has weathered the political strife that attended its birth and now, a sturdy youngster of 15 years, it has almost universal acceptance.

Union members, as a group, know as much about Social Security as any other group. Countless numbers of local unions have informed their members of the retirement and survivors' benefits, and were well-posted on the 1950 amendments even before they were enacted into law. Still, it's a safe bet that many rank-and-filers don't understand the workings of Social Security, and are unable to compute the approximate amounts that will be coming to them at retirement age of 65.

## Tell Your Family Details

The Federal Security Agency suggests that you tell your family four things:

1. That you have a Social Security account and that this may mean monthly insurance benefits for your wife and children if you should die. (Or for your elderly parents if you are supporting them.)
2. Where you keep your Social Security account card.
3. Tell them also to get in touch with the nearest Social Security Board office in case of your death, and
4. File their claims promptly so that they may not lose any of their payments.

## Many Workers and Their Dependents Are Losing Benefits Because They Don't Know Their Rights; Here, Basic Principles of Law Are Summarized

During your retirement, three kinds of benefits are available to you and your family. These are:

1. The primary amount, which is the monthly sum paid to a retired man himself, beginning at age 65 and continuing for the rest of his life. This ranges from \$20 to \$80 a month.

2. The wife's benefit, which is half of the primary amount, paid to the man's wife during her lifetime if she qualifies. A man and wife together may receive \$120 a month or \$1,440 a year.

3. The child's benefit, also half the primary amount, paid to a qualified child, usually until the age of 18. The maximum benefit to a family is \$150, or \$1,800 a year.

A family is entitled to one or more of five possible Social Security benefits, if the head of the family dies. They are:

1. Widow's benefit: a monthly payment of three-quarters of her husband's benefit.

2. Mother's benefit: a monthly payment of three-quarters of the primary amount paid to a widowed mother having a qualified child in her care. (She may receive either the widow's benefit or the mother's benefit, but not both.)

3. Child's benefit: three-quarters of the primary amount for one qualified child. If there are two or more qualified children, each receives one-half of the primary amount and another one-quarter is divided among them.

4. Parent's benefit. In some cases, a parent is entitled to three-quarters of the primary amount.


5. Lump-sum benefit. Under the new law, whenever a fully or currently insured person dies, a lump sum amounting to three times the primary amount is paid to cover funeral expenses.

Reference has been made to the terms "fully insured" and "currently insured." A fully insured person is one who has 40 "quarters of coverage." That is, if you have had Social Security earnings of at least \$50 a quarter in at least 40 calendar quarters (equivalent to 10 full years). A "calendar quarter" is any three-month period ending March 31, June 30, September 30 or December 31. These don't have to be consecutive. Under the new amendments, a person also is fully insured if he has Social Security earnings in at least half of the calendar quarters between January 1, 1951, and the date he becomes 65. However, the minimum is six "quarters" of coverage.

A "currently insured" person is one who has at least six "quarters" of coverage during the 13-quarter period before reaching 65, or dying.

If a retired worker earns more than \$50 a month as an employe or in self-employment, he and all those receiving benefits through him are cut from the Social Security rolls.

### before NEW law


  
\$ 1499 per month  
permitted earnings  
+  
benefits

### after NEW law

#### beneficiary under age 75

  
\$ 50 per month  
permitted earnings  
+  
benefits

#### beneficiary age 75 and over

  
any amount per month  
permitted earnings  
+  
benefits



An exception is the 75-year-old worker, who may earn as much as he pleases without losing benefits.

Incidentally, veterans of World War II are credited with having earned \$160 a month during the period of their war service.

All benefits paid under Social Security, it can be seen, hinge on the primary insurance amount. In the 1950 amendments, a new and simpler method of figuring payments is provided, which may be used when you have had a year and a half of work under the law after 1950. Under it, if you average \$100 or less in monthly earnings after 1950, your own retirement payment will be half of your average wages. If you average from \$100 to \$300 a month (the maximum for insurance purposes), your payment will be between \$50 and \$80 each month. The new formula is used by those who reach age 22 after 1950, and who have at least six quarters of coverage after 1950. Those who reach age 22 during 1950 or before, and who have at least six quarters of coverage after 1950, will use either the new formula or the old one; whichever gives the larger benefit. Those who don't

have at least six quarters of coverage after 1950 must use the old formula and the "conversion table" described below.

The new method calls for the averaging of monthly income (up to \$300 a month), taking 50 per cent of the first \$100 and adding to it 15 per cent of the remainder.

Suppose, on reaching 65 in January, 1955, your total wages from January, 1951, to December, 1954 (48 months) were \$11,040. Your monthly average would be \$230. Fifty per cent of the first \$100 is \$50. Adding 15 per cent of the remaining \$130 (\$19.50), your total old-age insurance amount will be \$69.50.

For more than 12 years your pay envelope was a penny on the dollar lighter. Commencing January 1, it was a penny and a half lighter. From 1954 through 1959, there will be a two per cent deduction; 1960-64, two and one-half per cent; 1965-69, three per cent; 1970 and after, three and a quarter per cent. These deductions, matched by employer's contributions, go into the central fund out of which all payments are made.

Computing your payment by the

old method requires more "head scratching." The following example is cited in a new booklet published by the Federal Security Administration:

<b>Add your earnings covered by social security after 1936 (not over \$3,000 for any year through 1950; not over \$3,600 for any year after 1950)</b>	<b>For Example</b> If you retire and claim payments in January 1954, and if you had 12 years of employment before 1951 but only one year of employment after 1950—  Suppose that your total wages and self-employment income were \$30,600.  January 1937-December 1953=204 months  $204 \div \$30,600 =$ $\$150 \text{ average}$  $40\% \text{ of } \$50 = \$20$ plus  $10\% \text{ of } \$100 = 10$ $\$30$  Basic Amount \$30.00 $12\% \text{ of } \$30 = \$3.60$  $\$433.60$  Increased to \$57.80 per month
<b>Divide by the number of months after 1936. (The average may not be more than \$250 per month.)</b>	
<b>Take 40% of the first \$50 of the average earnings</b>	
<b>And add 10% of the remainder to get the basic amount</b>	
<b>The basic amount is increased by 1% for each year before 1951 in which earnings were \$200 or more</b>	
<b>This gives your primary insurance benefit under the old law</b>	
<b>A table in the law shows how much this amount is increased.</b>	

(Part of this table is given below)

Table for Increasing Payments Figured By the Old Method

Old Retirement Payment	New Retirement Payment	Maximum Family Payments
\$10	\$20.00	\$32.00
\$15	30.00	48.00
\$20	37.00	59.20
\$25	46.50	74.40
\$30	54.00	101.28
\$35	59.20	129.04
\$40	64.00	150.00
\$45	68.50	150.00

Several million persons, previously excluded from the program, were brought under coverage in the 1950 amendments. These included 4,500,000 self-employed whose net annual earnings exceed \$400; some 4,000,000 state and local government employes who can be covered if their states enter into federal compacts; about 600,000 employees of religious and non-profit institutions; 1,000,000 domestic servants not employed in farm homes; 1,100,000 federal employees who are not working under federal retirement programs and a miscellaneous 500,000 others, including citizens employed by Americans outside this country.



Your Social Security record is maintained in central office at Baltimore, Md.





**L**ISTEN Ladies, listen closely for "June Is Bustin' Out All Over!" Summer is really here and I hope you for one have made up your mind that this is one summer you are going to enjoy to the fullest. June's a month that just makes you want to get right out, forget your cares and worries and revel in Mother Nature. Have you been having a bad case of the doldrums lately? Here's a sure cure. Take a whole day off, forget your housework and just go out and enjoy June all day. Take the children on a picnic, or if the budget will allow, take lunch and supper out one day—but do it—take one whole day to be lazy and enjoy yourself and wade "Knee-deep in June" to quote poet James Whitcomb Riley.

\* \* \*

### Fresh Flowers

Since June is the month of roses and many other lovely garden flowers, maybe you'd like a tip on keeping them fresh longer. I learned from a florist recently that aspirin as a flower preservative is out. It belongs in the medicine chest. The best preservative you can use is plain old sugar. Sugar nourishes and has a tendency to kill certain bacteria which form scum in water.

\* \* \*

### Are You a Sinner?

Now that we've convinced you that you should take an outing, we want to ask you a candid question, "Are you a sinner?" That is where fashion is concerned? A recent survey was made among a group of men prominent in the business and entertainment world, to find out what in their opinion were the chief sins women commit against fashion. Here are those that led the list:

Crooked stocking seams came first and low heeled shoes a close second.

Chipped nail polish and that in the state of being half on and half off was another pet peeve.

Untidy hair-do's was still another. There were more but that's enough for this first self examination. Guilty lady? Better do something about it.

You could solve the crooked stocking seam problem for the summer by going without. Start early to get a good leg tan—but caution—take suntan in easy stages.

About that nail polish. Resolve to do your nails faithfully once a week. Do

the job well and it will last all week. Give nails a base coat, two coats of polish and a cover coat of clear polish. Allow plenty of time for drying in between. Then except for an occasional patch job, your nails should stand in unchipped glory for seven days. Incidentally girls, there are some luscious new lilac shades of nail polish just out, with lipsticks to match. They're mighty pretty with summer frocks in pink, blue, lavender, lemon and green.

Now about the hair-do's—why not try a tidy new one for summer, hair pulled softly, coolly back from the face and worn in a soft chignon in the back. What, your hair is too short or thin? Lady, you can buy chignons to match your hair these days. Why not try one?

\* \* \*

### Iced Tea With a Flare

Come summer—come iced tea—sure as anything. If you get tired of iced tea served your old conventional way, how about trying

#### MINTED ICED TEA



To six cups of freshly brewed hot tea, allow six sprigs of mint and six tablespoons of lemon juice. Place mint in pitcher and bruise with wooden spoon. Strain tea over mint, cover and let stand about one half hour. Add lemon juice, strain

and pour over crushed ice. Garnish with mint sprig dipped in powdered sugar and a cherry.

\* \* \*

### Green Onion Tops

"Lady, what are you doing with the green tops off your fresh spring onions?" That's what the old farmer in the market asked me last Saturday when I was buying my two bunches. "Why I throw them away," I replied. "You shouldn't ought to do that," said my farmer friend. "They're mighty good fried!" So girls, I've been frying them and they're delicious. We had them with hamburgers the other night and really enjoyed them.

### Chicken—Spanish Style

Are you in the mood to try a new recipe? How about making chicken the way the Spanish love it—Arroz Con Pollo (Chicken with Rice). Here's how:

- 1 large chicken cut up
- 1½ cups canned tomatoes, drained
- 2½ cups meat stock
- ¾ cup uncooked rice
- ½ teaspoon minced garlic
- 3 tablespoons stuffed olives, chopped
- 1 tablespoon pimento chopped
- 1 tablespoon chopped parsley
- 4 tablespoons olive oil
- Salt and pepper

Wash and dry chicken thoroughly and cook in olive oil in large deep pan till well browned. Then add tomato pulp, olives, pimento, garlic, parsley and rice. Cook mixture for 10 minutes over low flame. Then add meat stock, stir thoroughly and let simmer over a low fire for about 50 minutes.

\* \* \*

### Accent on Feet

Ladies, have you seen all the lovely pastel shoes they're showing this year. Exotic shades of orange and blue and lavender, in addition to all the old favorites. All the shoe stores are showing fabric shoes in pumps and sandal style, which can be dyed your favorite shade at no extra cost. Incidentally, you can dye your old yellowed white gloves to match your new colored shoes, should you buy some, and complete a smart costume with matching accessories.

\* \* \*

### Flowers to Wear

Once again this summer the stores are full of lovely lilacs, violets and daisies, there are exotic water lilies that look like the real thing, to bloom cool and beautiful on little nosebags for you to wear. In addition to the roses, your summer suit lapel. There are tiny flowers on pins to be scattered over your dress or worn like buttons, and others fastened on minute combs to be tucked into your hair. Better get into the act, girls. Buy a posy or two today.

\* \* \*



### And in the Air

To go with those flowers you're going to wear, how about investing in a bottle or two of cologne or toilet water in a light flower fragrance—lilac or lily of the valley or violet. Splash it all over your body on a hot day after your bath. It will be refreshing to you and refreshing to all with whom you come in contact. And don't forget girls, come really hot weather, we must all be more careful than ever to be really faithful with our use of a good deodorant. Don't take any chances where personal daintiness is concerned.



# SHORT HAULS



## Local 388 Drivers Honored For Safe Driving Records

Twelve members of Local 388, Ottumwa, Iowa, over-the-road truck drivers with a combined total of 37 years of driving without any chargeable accidents, were honored recently by officials of John Morrell & Co. at a luncheon at Hotel Ottumwa.

Topping the list of Morrell drivers honored were five members, each has not had a chargeable accident in four years. The five, who have driven an estimated 1,200,000 accident-free miles, were: Jack K. Graham, Richard F. Darrah, Hal E. Neal, Wilbur C. Gray and W. F. Moffit.

A group of four drivers who have not had chargeable accidents for three years included: John Allison, Woodrow W. Shultz, Harley A. Craft and Harold L. Carlberg. Two-year awards were presented to Earl N. Jones and Harley A. Ward, and a one-year award went to Ralph M. Moffit. The awards were presented by J. M. Foster, first vice president of the Morrell Company.

An honored guest, who had high praise for the safe driving record was Leo Morgan, secretary-treasurer of Local 388. Brother Morgan negotiated the first contract with the Morrell company six years ago. "Since that time," Morgan said, "we have enjoyed a fine relationship between the company and the union. We are proud of the fact that we have never had a grievance that could not be settled on the local level."

Employees of the unit received a 5-cent per hour increase on January 31, 1951, and now receive \$1.78 per hour. The contract extends to next January 31.

## Workers' Education Team In France on ECA Mission

A three-man team of workers' education leaders are touring France under the auspices of the Economic Cooperation Administration (Marshall Plan) in the interest of taking the American workers' message to the labor people of France.

John D. Connors, director of the AFL Workers' Education Bureau;

Elwood E. Phillips, of the CIO Oil Workers, and Frank McCallister, of Roosevelt College, comprise the ECA team. The education trip is part of the Marshall Plan program of bringing the message of American workers and how they fit into the general economy of the people of Europe.

## USSR Trucking Progress is Far Behind Planned Goals

Shortages of spare parts, bad roads, insufficient repair and fuel facilities all add up to keep trucking progress in the Soviet Union at a slow pace, reports from the U.S.-S.R. indicate.

While truck transport has more than doubled since 1940, the Russians are well behind their Fourth Five-Year Plan goals. Soviet trucks account for 3 per cent of as many ton-kilometers as do railroads although motor transport carries a large share of freight by weight, particularly on short hauls.

Over-the-road trucking is in its infancy due to lack of all-weather paved highways. Transcontinental freight is hauled by rail, plane and around water routes on ships. While the number of trucks in use is a carefully guarded Soviet secret, best estimates that have been made indicates that there are probably well over 1,500,000 vehicles.

## Salem, Oreg., Teamsters Plug Safety



At the north and south entrances to the city of Salem, Oreg., motorists are greeted by this safe-driving reminder: "Slow up . . . grow up." The lighted billboards have been maintained by Local 324 as part of its safety campaign for two years.

## Autos, Steel, Food Targets In Price Investigation

Automobiles, steel scrap and food are three main targets of enforcement in the price stabilization field, according to a recent announcement from the Office of Price Stabilization.

The headquarters office of the OPS reported that investigators



have gone into certain selected cities to check on violations reported in scrap steel, automobiles and food. The cities to which special investigators were sent include Chicago, Kansas City, Houston, Dallas, Omaha, Columbus and some area of New Jersey.

## New 'Mobile Lab' Designed By U. S. Army Engineers

Army engineers at Fort Belvoir, Va., have recently designed a 26-foot van with a mobile testing laboratory for engineering research on roads and airfield construction.

The vehicle has in it test machines and equipment for heating and cooling and built-in jacks which level the laboratory which can be towed at convoy speeds.

## Highway Strain Greater Than Foreseen, Says Report

Defense production is placing new and unexpected strains on the New York highway system which is carrying a load predicted for 1960, the New York Thruway Authority reports.

B. T. Tallamy, chairman of the Authority says that "The tremendous upsurge in traffic since V-J Day has confounded all the expert opinion."

He also quoted Commissioner Thomas MacDonald of the U. S. Bureau of Public Roads, as saying that all estimates for the nation are five to ten years behind schedule.

## Defense Limitations to Make Autos '52 Look 'Permanent'

The 1952 appearance of America's automobiles will be a "permanent" one for some years, manufacturers who are turning more and more to defense production believe.

The 1942 lines were the last models produced without a substantial change in design until after World War II and so the manu-

## Airport Drivers Cited by AAA



Six Airport Transport, Inc., drivers, all members of Teamster Local 639, received American Automobile Association safe driving citations at the Washington National Airport recently. Casey Britt, District Sales Manager, Capital Airlines, read the citations in behalf of the AAA. Moe Lerner, General Manager of Airport Transport, Inc., presented each driver with a handsome gold wrist watch as a token of appreciation on the part of the company. From left to right are: George W. Andrews, seven years of safe driving; Joseph J. Demma, eight years; Floyd Shanks, eight years; Moe Lerner; Casey Britt; Kenneth Van Camp, eight years; James C. Tanner, eight years; Oliver P. Farmer, ten years.

facturers today are going to virtually do a "repeat performance" in design.

Manufacturers believe that defense requirements will make impossible further chances to improve styling when the 1952 models are set. It is believed by observers in Detroit that the 1952 models will represent one of the most pronounced changes that automobiles have had in years. Tool and die makers are switching to war production, but the Government is permitting the completion of work for 1952 models.

## Toll Roads Only Partial Aid to Traffic Problem

Toll roads are the subject of a full scale study by the Brookings Institute of Washington, D. C. The 204-page book by Wilfred Owens and Charles L. Dearing, transportation writers considers the many problems pro and con of toll road development.

Only limited solution to the overall traffic problem is offered by the toll road system which is costlier

than conventional roads, say the authors. The writers think that free routes will not be endangered by toll roads but that the toll roads should be integrated into the state system.

"Discouragingly unproductive" is the description given to Federal efforts to hasten reconstruction of the interstate highway system. This system and its importance has been discussed frequently in THE INTERNATIONAL TEAMSTER.

## Name Hicks Deputy Director In DTA Transport Division

Edward D. Hicks, Jr., has been made deputy director of the street and highway transport division of the Defense Transportation Administration, James Knudson, administrator, recently announced.

Hicks was formerly secretary of the Cooperation Commission of Oklahoma, the state's regulatory agency for carriers. In 1935 he joined a private transport concern.

H. E. English is director of the street and highway division of D. T. A.





# MONOWATT

INCORPORATED • A GENERAL ELECTRIC AFFILIATE

PROVIDENCE 7, RHODE ISLAND

Telephone: HOpkins 1-1500

April 19, 1951

Dear [REDACTED]:

As you know, there is going to be an election on Wednesday, April 25, 1951. This election will be run by the National Labor Relations Board so you can decide "yes" or "no" about having the A. F. of L. Teamsters Union represent you.

In our opinion there is nothing to be gained by having an outside party represent you that cannot be accomplished by our dealing direct as members of our Monowatt family as we have over these many pleasant years.

Among the things of which we are proud are our fine Pension Plan, our Security Program which covers Life Insurance, Hospital and Surgical Benefits and the fact that your wage rates have always been better than those of our competitors. All of these things have been obtained without having any strikes or work stoppages. Moreover, we believe that any problems which arise can be settled quicker and easier with you than through a third party.

You, like everyone else in our Company, have always been free to consult your foreman or any of our other supervisors such as Mr. Marcille, Mr. Marshall or myself on any of your problems. I can assure you that we have always had your best interests at heart.

This election will be decided by a majority of those voting. It is by secret ballot and no one will ever know how you voted. Therefore, in order that the results may be truly representative of your feelings we cannot too strongly urge that every one of you exercise your right to vote.

It is our most earnest hope that after calm and sincere consideration of all of the facts that you will decide to continue our usual direct friendly relations and will not give up your right to act, think and speak for yourself on these matters.

Sincerely yours,

*George F.*

G. F. Ferriter

GFF/ee

MAKERS OF WIRING DEVICES • CORD SETS • ELECTRICAL SPECIALTIES • OUTLET BOXES • CORD • WIRE • CABLE



# Local 251 Wins NLRB Election

*'Folksy Letter' to Employees Fails to Influence*

*Workers in Providence; 80 Per Cent Vote for Union*

EXECUTIVE advice, regardless of the language in which it is expressed, cannot always win over the good sense of workers who wish to improve their conditions.

This is a conclusion that might be reached following experience with Local No. 251, International Brotherhood of Teamsters, Providence, R. I.

A consent election was held April 25 at Monowatt, Inc., a subsidiary of General Electric. This election was preceded by efforts to influence the eligible voters, one of the most spectacular of which was the letter reproduced on the opposite page.

The letter was sent April 19, nearly a week before the consent election was scheduled. The contents of the letter speak unmistakably of the hopes of the company that the workers would vote against the Teamsters in the balloting which was conducted by the National Labor Relations Board.

When the election was held, there were 25 eligible voters and all cast their ballots. Only five voted against the Teamsters and the remaining 20 voted for Teamster representation. The NLRB certified the election. No votes were challenged and none were invalidated. The Teamsters were represented by an observer, Anthony Morris and Monowatt by G. F. Ferriter, the author of the letter reproduced on the facing page.

The interesting thing to note about the Teamster victory in this situation is the manner in which the letter from the company with its folksy and familiar appeal failed to net the desired results.

Some time ago, a leading employers' advisory agency issued a statement on when bosses should write letters to employees. Executives were counseled to write their work-

ers when they had urgent news, important information, a "personal message."

The letter from Monowatt certainly indicated the company regarded the subject as "important information" and the management bent over backward to be "personal." But the final results demon-

strated workers react to the dictates of their common sense and not to the "theories" of sly personnel directors who like to apply the psychology of chumminess in their efforts to blind employees to facts.

Whatever the purpose of the letter and regardless of its tone, it was a message that failed. The payoff came when the NLRB counted the ballots and found 80 per cent of the votes had been cast for Teamsters' representation. After all, votes are what count—not "personalized messages."

## Wages of Drivers Rise Slightly

*Union Teamsters Received Average Increase of Five*

*Cents from July 1, 1949, to July 1, 1950, Report Shows*

UNIONIZED local motor truck drivers paid on an hourly basis received an average increase of five cents an hour between July 1, 1949 and July 1, 1950, according to a survey just released by the Bureau of Labor Statistics, Department of Labor. Drivers' helpers received an average boost of six cents an hour.

The survey covered half the 250,000 unionized drivers and 60 per cent of the unionized helpers in the 77 cities. The 1949-50 study is the fifteenth annual survey made on the truck driver and helper wage scale.

Upward revisions were typically for five to 10 cents an hour. The survey included minimum wage rates agreed upon through collective bargaining. Overtime beyond the es-

tablished maximum daily and weekly hours was not included. Mileage, commission and over-the-road drivers were not included either.

The survey showed that union hourly scales averaged \$1.60 for drivers and \$1.34 for helpers. A total of 54.2 per cent of the drivers and 64.4 of the helpers reported increases. No change was reported for the period in the status of 45.6 per cent of the drivers and 35 per cent of the helpers. A decrease in rates was reported in two-tenths of one per cent of the drivers and six-tenths of one per cent of the helpers.

The complete table for cents per hour increases in union wages for the one year period ending July 1, 1950 includes the following:

Change	Drivers and Helpers	Per Cent of—	
		Drivers	Helpers
No change .....	44.2	45.6	35.0
Decreases .....	.2	.2	.6
Increases:			
Total .....	55.6	54.2	64.4
Less than 5 cents .....	5.8	5.5	7.4
5 but less than 10 cents .....	23.4	22.8	27.9
10 but less than 15 cents .....	20.9	20.6	22.4
15 but less than 20 cents .....	3.9	2.6	5.8
20 but less than 25 cents .....	.7	.7	.6
25 but less than 30 cents .....	.3	.3	.1
30 but less than 35 cents .....	.1	.1	.1
35 but less than 40 cents .....	.5	.6	.1
40 cents and over .....	(1)	(1)	

<sup>1</sup> Less than 0.05 of 1 per cent.





## Ignition Waterproofing Said Aid to Starting

Treatment of ignition systems with a new substance is claimed to protect against the inconvenience of hard starting, shorts and engine failure due to moisture.

The treatment consists of spraying on acrylic plastic. A record of applications is kept by tags attached to the rod.



## Scraper Is Protecting Feature for Vehicles

A new-type scraper, used with pneumatic hamper, will peel off dum-dum, undercoat and other goo, silencer or deadener from the body of a vehicle, according to the maker.

The scraper is claimed to eliminate heat, stickiness, buckling of panels, fumes, and fire hazard. In addition, it may be used for the rough trimming of lead to save sanding time.



## Colorless Coating Offers Long Protection for Chrome

A new chrome protector is described by the manufacturer as a long-lasting, colorless coating which will protect automotive chrome or any bright metal or metal plated surface against rust, pits, tarnish or corrosion.

The clear transparent liquid, which dries within five minutes after application, leaves a smooth coating which will not crack. The protector is applied with a soft cloth or by brushing, dipping or spraying. Within four to eight hours after it is applied, the substance sticks to the surface with adhesion equal to

that of enamel, according to the maker, who says his product also dries rust free and does not return brush strokes.



## One-end Hydraulic Lift Has Safety Features

A hydraulic one-end lift will raise either end of a car or truck to working height. A feature of the new model is a self-contained hydraulic power unit of extreme lifting range.

The holding arms fit under axle housing in rear or across the I-beam axle in front. The unit is kept intact and safeguarded against accidental lowering by two safety devices. One of these is a pressure release valve which the maker says eliminates chances of exceeding the lift's capacity. The other safety feature is a pressure release pedal. Wheels of the unit can be locked to prevent drifting.



## Latex 'Chamois' Wears Three Times Longer

Though it looks, feels and absorbs water like a regular chamois, a new non-woven fabric impregnated with latex does the same job and, according to tests, lasts three times as long as chamois while selling for one-third the price.

Tests have indicated, too, that the fabric is unaffected by ordinary household chemicals and solvents and is impervious to salt water.



## Tire Traction Clamp Is Aid in Snow and Mud

Cars stuck in mud, snow or ice get quick traction when a new tire clamp is attached to each wheel, the manufacturer says.

The clamps are designed to fit 5:90 and 7:00 tires and have the added advantage of fitting on solid wheels which cannot take lug chains which pass through the wheel.

One adjusting screw brings linkage in position for clamping onto tire with a single stroke of the lever.



## Overhead Swivel Saves Hose in Car Washing

An overhead swivel for car washing saves wear and tear on the hose and washing gun, it is claimed. The swivel is attached to the necessary length of three-quarters-inch pipe and a short length of hose to hang at proper length from floor.

A heavy spindle is fitted with free-moving stainless steel ball bearings. The unit has been tested under 1,000 pounds pressure and also is available for air, steam, gasoline or chemicals.

## Hoodlums Moving In on Business

(Continued from page 22)

The committee says flatly, "It is not a healthy situation when William Molasky, a substantial stockholder of one of our largest companies, Western Union, is also a dominant figure in the gambling world which depends so heavily upon the facilities of Western Union . . . It is also far from reassuring that Terry Fayhe, a well known hoodlum and associate of such racketeers as Waxey Gordon, almost succeeded in manipulating a fraudulent stock deal which would have enabled him and his associates to take control of the Follansbee Steel Co."

Gangsters have invested heavily in the oil industry which gives them an opportunity to have illegal gains covered by apparent earnings in this industry. The garment industry, the committee said, "has attracted some of the top gangsters in the country" and "There seems to be a natural affinity of underworld characters for the distribution of these (juke boxes, cigarette vending machines)" and so the story goes.

A Detroit situation was cited in which a hoodlum who had been arrested five times for murder was running a profitable laundry business. Baking in one mid-west city and food distribution in other cities were reported as having been infested with gangsters.

The story is a sordid one and the few "samplings" cited by the committee indicate that the whole record would be even more shocking than the solid evidence of the few instances set forth have given. But with the growing problem of gangsters in business, it is encouraging to note the decrease of gangster influence in unions—a decrease which can be accounted for in a large part, union officials say, by the aggressive and courageous action by labor leaders determined to keep gangsterism out of union affairs.



**60** **MPH**  
**TO**



**YOUR  
ODDS  
GO  
DOWN**



**WITH *Your* ACCELERATOR**





*TEAMSTERS'*  
**STOP  
SIGN**

*The ONE You Should*

**"GO BUY!"**